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Interpreters of History

An Address Delivered at the Third Annual New Jersey Historical Conference

KENNETH CHORLEY

As a new resident of New Jersey I have been interested to observe that the New Jersey Historical Society is an active and growing organization. I was proud when the Society came to Colonial Williamsburg a few years ago and asked one of our vice-presidents, Dr. Alexander, to survey the work of the Society and to make suggestions for an expanded program of future activities. It is vitally important for an historical institution to have a well-reasoned program before it starts to expand. Intelligent planning always pay great dividends.

I have been pleased to see the Society begin to improve its services. This historical conference is a splendid way for the state society and local historical groups, such as the Trenton Historical Society this year, to work together to make New Jersey citizens more conscious of their great history.

I admire the way the Society is attracting excellent leadership in order to broaden its vision of historical usefulness. Not only has Mr. Wall, the director, been working hard and with imagination to carry forward the expanded program, but Dr. McCormick

THE AUTHOR: The present text is that of an address presented by Mr. Chorley as featured speaker at the third annual New Jersey Historical Conference in Trenton, June 6, 1953. Mr. Chorley, now a resident of Hopewell, N.J., has been president, director, and trustee of Colonial Williamsburg, Inc., since 1935.

is just the right kind of president with a scholarly interest in New Jersey history combined with practical ideas for attracting working trustees and arousing enthusiasm throughout the state. No wonder the membership in the Society is growing and its plans are beginning to click.

I think the Society then has brought together many elements that offer great promise of future success—a carefully thought-out program, worthwhile activities, and inspiring leadership. I believe, too, that no state has a richer history or a more appreciative audience ready and willing to learn more about our American heritage.

But promising as the future of the New Jersey Historical Society seems, it still lacks something to make its program work. Perhaps a few figures will help make this clear. New York State has two historical societies, both privately supported, with a combined budget of nearly $500,000. The state of Ohio is spending over $600,000 a year on its history, mainly through appropriations from the state legislature. The state of Wisconsin spends nearly $500,000 on its history, also mainly through state appropriation. And little Minnesota spends over $200,000 on its history, again chiefly state funds.

Now, how does our own state, New Jersey, compare? The New Jersey Historical Society has a budget of $38,000, and even this $38,000 has been obtained by deficit financing, about $14,000 a year coming out of capital funds; this leaves the Society with an operating income of approximately $25,000 a year. This means that Minnesota spends ten times as much as New Jersey, and New York, Ohio, and Wisconsin over twenty times what New Jersey spends on its history; yet New Jersey ranks *second* among these five states in per capita wealth and *third* in population.

Is the history of New Jersey worth less, or is it cheaper history, than the history of New York, Ohio, Wisconsin, or Minnesota? I do not think so. I am convinced that New Jersey has as important, yes, as glorious, a history as New York, Ohio, Wisconsin, and Minnesota. It is therefore difficult for me to understand how all of them can spend from $200,000 to $600,000 yearly on history while the New Jersey Historical Society gets along with $25,000 a year operating income.

This is what I mean when I say that the New Jersey Historical Society for all its careful planning, lively program, inspiring leadership, and growing membership and influence needs something else to insure its success. Somehow, somewhere, more financial support must come to the Society if its program is to succeed, if it is to go forward to become a powerful educational force in the state, teaching by publications and museums, by motion pictures, television, and radio, through school visits and junior history classes the knowledge of New Jersey history which can so greatly help Americans of today to understand their important problems.

I have made these preliminary remarks to you frankly and even brashly, but I assure you with a maximum of good will because I am proud to live in New Jersey and I hope to see the New Jersey Historical Society do an even better job.

When Dr. McCormick invited me to speak on this occasion, he was kind enough to say that I could choose my own subject, and I would like to talk about Colonial Williamsburg. First, while it may not be the usual practice with some speakers, the subject which I have chosen is one about which I know something! Secondly, it seems to me that some of our experience at Colonial Williamsburg during the past twenty-seven years might be interesting and conceivably helpful to the members of the third annual New Jersey Historical Conference.

My first thought was to talk to you about the history of Williamsburg—how Dr. Goodwin, the rector of Bruton Parish Church, interested Mr. John D. Rockefeller, Jr., in its restoration; how the town went through a two-year period when Dr. Goodwin, an Episcopal clergyman on an obviously limited stipend, signing checks for hundreds of thousands of dollars, bought $2,000,000 worth of property before it was revealed that Mr. Rockefeller was the sponsor; of how 82 colonial buildings have been restored, 616 modern buildings have been removed from the area and 341 colonial buildings reconstructed.

I thought I would tell you that the yearly operating and maintenance costs of Williamsburg run to about $6,000,000 and eventually the project will have cost $60,000,000 in capital expenditures. It then occurred to me that all of this information was set forth in my report to the public covering the first twenty-

five years, which was published this spring, copies of which we will be glad to mail to anyone in this audience at his request.

So, instead of talking to you about all that (and I must confess I consider it a perfectly fascinating story), I want to talk briefly about one aspect of the work of all historical organizations which seems to me fundamental—an area in which I feel we have an opportunity for great improvement. I have asked myself, Why should we have historical organizations? Why should we have historical museums? Why should we restore and preserve historic sites? What are we trying to accomplish? To me, there is only one answer, and that is: That the future may learn from the past—in order that the knowledge so gained may be used in understanding and solving the problems of our day.

Jefferson, perhaps more than anyone else, believed that if the people of a free society are the ultimate guardians of their own liberties, their readings should be chiefly historical. "History," he wrote, "by apprizing them of the past, will enable them to judge of the future; it will avail them of the experience of other times and other nations; it will qualify them as judges of the actions and designs of men; it will enable them to know ambition under every guise it may assume; and knowing it, to defeat its views."

How can historical organizations, as the interpreters of history, bring this about? We have developed in this country and abroad sound techniques of historical research for the restoration and preservation of historic buildings. We have also gone a long way in our physical development of historical museums. Our techniques for the furnishing of historic buildings and museums have reached a high point.

However, when we have restored a historic site and it has been, I hope, authentically furnished; when we have created a historical museum, with its exhibits and its library, what should we do with it? That is not the end—it is the means to a far more important end.

We of Colonial Williamsburg place great emphasis on authentic restoration, the preservation of historic sites, and the importance of authentic historical museums. As a matter of fact, we have spent more money in Williamsburg on the physical restoration than we have on any other single aspect, but we

will believe that this simply creates the setting. It is not the end. It is the means to a far more important end.

Every historical organization, if it is worthy of its existence as an interpreter of history, must have a program of interpretation. But where does the emphasis lie? I think too often the emphasis lies in our interpretation of the physical restoration—the architecture, the furniture, and furnishings. Important as they are, they are the *setting*. They are not the end—they are the means to the end.

There is a much larger objective that historical organizations must reach if the future is going to learn from the past and if we are going to use that knowledge to understand and solve the problems of our day. They must create a vivid picture of the men and women who lived in the period we are interpreting; their way of life; their sincerity; their integrity; their sense of proportion; their love of beauty; their self-reliance; what they stood for; what they fought for and what they died for.

A few years ago Mrs. Choley and I went abroad and visited a number of European countries. I was particularly interested in observing the kind of interpretive job that is done by the historical organizations in Europe. Frankly, I was disappointed.

One of the most interesting places we visited was Bruges, Belgium. We took the train from Brussels and on arrival in Bruges rented a carriage. We were driven around to many points of interest.

When we reached St. Jean's Hospital we paid a twenty-cent admission fee to go into a small room to see the Memling masterpieces. The attendant in this room was an elderly gentleman with one arm. He greeted us as we entered and told us that according to the legend the artist Memling was conscripted by Charles the Bold, and was wounded at Nancy. He barely managed to crawl back to Bruges, got as far as the Hospital, and fainted after ringing the bell. The sisters took care of him and in gratitude Memling painted five pictures for the hospital.

Later on as we were studying one of the masterpieces the attendant came up and produced a small magnifying glass. Holding it close to the painting he said: "I want you to observe the texture of the pearls in the necklace." Then he moved the glass to the white lace on the cuffs. Looking at another painting

he pointed out the nails in the hands of the painting of the Crucifixion. That attendant, in his simple way, gave us a picture of Memling and made those paintings come alive. People come from all over the world to visit this small room tucked away in a hospital to see these five masterpieces. We came away with the profound impression that the interpretation we encountered there was the best that we had found anywhere in Europe.

Another aspect of this program of interpretation, which is extremely important, is that it must never become static. We live in a world of change. An aspect of our heritage that is important today may not be the most important ten years, or twenty-five years from now. The future *must* learn from the past, in order to meet and understand the problems of each new day.

Let me give you an illustration of this. One of the toughest periods that Colonial Williamsburg has had to face was the period of World War II with its shortage of manpower, materials, gasoline rationing, and no transportation—which really meant no tourists.

I was sitting in my office in Williamsburg thinking just what kind of an organization we would have to have to maintain the buildings if we completely shut down the project. While I was in the midst of those deliberations, I had an idea. The next morning, as they say in Virginia, I took my foot in my hand, and went down to Fort Eustis. There I said to the commanding officer: "Do the men you have in training here, have any conception of what they are fighting for?" He said: "No, they haven't." I then asked if they would be better soldiers if they did have, and he said they certainly would. I told him that some fifteen miles from Fort Eustis we had the illustrated pages of the very things which those men were fighting for, although today we called them by different names, largely the four freedoms. Here was illustrated the freedom of the press, the freedom of religion, the right of self-government and, if he felt that his men would be better soldiers as a result of visiting Williamsburg, that we would turn the place over to him.

Out of that conversation, three hundred men a day were sent to Williamsburg in trucks. We lectured to them, bringing the concepts of the eighteenth century up to date. They were then broken into small groups and taken on a tour of the restoration.

Finally, the gasoline shortage caught up with Fort Eustis and they had to discontinue those visits. By that time, Camp Peary had come into existence with sixty thousand Seabees, and the tours which had originated at Fort Eustis were continued by the Seabees at Camp Peary. Hundreds of thousands of uniformed men as part of their basic training came to Williamsburg to drink of its inspiration.

If anybody does not think that keeping Colonial Williamsburg going during the war period was worthwhile, I only wish he could hear this story: A group of soldiers from a nearby camp were visiting Williamsburg in a body. They went to the reconstructed capitol and were first taken into the clerk's office of the House of Burgesses, where hangs an original Peale portrait of George Washington, almost life-size. One of the soldiers in the group hung back when the others left the clerk's office and, just at that moment, I happened to come into the capitol. I could see the young soldier standing at attention, looking up at the portrait and I overheard him say, "George, you got this for us and, by God, we are going to keep it." Whereupon he gave the portrait a smart salute.

Any program of interpretation must be based on sound research and then, as I said a few minutes ago, it is essential in developing that program to determine what is essentially valuable to us today. At Williamsburg we have faced this problem. In looking over the history of colonial Virginia to see what there is about it that is especially valuable to us today, we find several concepts of great significance. I should like to mention four of them:

1. *Integrity of the Individual.* The eighteenth century saw a high development of man's respect for his fellow men. Politicians and philosophers alike shared a new awareness of the inherent dignity and integrity of each person. In colonial Virginia this concept was best represented and expressed by George Mason and Thomas Jefferson when in the Declaration of Rights and Declaration of Independence they endowed "all men" with "certain inalienable rights." This concept was, and remains, the basis for any free society.

2. *Responsible Leadership.* Virginia's planter aristocracy, trained to leadership from youth, accepted its public responsi-

bilities without question. The ruling class of large planters and professional men felt a deep obligation to serve their fellow men in political office. They willingly served not only as legislators in the capitol, but as justices of the peace and as vestrymen in their own parishes. It was not always convenient to do so, but their services were rendered whether or not they proved costly to private business ventures or inconvenient to personal plans. This sense of duty was an essential ingredient in developing the generation of Virginia patriots who played so great a part in the founding of these United States.

3. *Belief in Self-Government.* From 1619 when the first representative assembly in America met at Jamestown, Virginians increasingly came to believe themselves capable of governing their own affairs. When legal and constitutional means had failed to secure political autonomy for Virginians, the colonial leaders saw revolution and independence as the only means to achieve their ends. For eighty years Williamsburg was the center of thoughts and activities which swept away the remains of feudalism and monarchy, without which cleansing action the great development of democracy in the nineteenth and twentieth centuries could never come to pass.

4. *The Concept of Civil Rights.* Colonial Virginians believed that they, as British subjects, had important liberties no less than the people of Britain itself. They created nothing new perhaps, but the Virginia Bill of Rights, written by Mason in 1776 and adopted in Williamsburg, admirably restated the principles of liberty in less than a thousand words. It asserted that "All men are by nature equally free and independent," and set forth in sixteen articles such fundamental rights as freedom of religion and the press, trial by jury, free elections, and the subordination of military to civil authority. This is the greatest single document associated with Williamsburg. As you know, it influenced the Declaration of Independence, was drawn upon by the leaders of the French Revolution, and became the basis for the first ten amendments to the Constitution of the United States.

Now, once more, the fundamental concepts which Colonial Williamsburg symbolizes are under attack. Half the world today lives under despotic rule which denies in principle the essentials

of civil rights, freedom of speech, worship, and elections, and the dignity and worth of the individual. The free world requires a new moral sense of its future.

We believe that historical organizations can do their part by making all Americans increasingly aware of the sacrifice of our ancestors for the common cause of freedom for all mankind—can serve their highest purpose by an objective inquiry into history and a presentation of these ideas to the public, who can then be trusted to apply them to present-day problems.

George Mason, the author of the Virginia Bill of Rights, lived the life of a planter on the Potomac, wrapped up in his family. He was an American of Americans and clung to his beliefs with all the strength of his nature. At the outbreak of the Revolution he wrote these words: "If I can only live to see the American Union firmly fixed and free government well established in our western land, and can leave to my children but a crust of bread and liberty, I shall die satisfied." These thoughts are as living and as vital today as they were in the heyday of Virginia's great leaders.

Only two years ago, in the colonial capitol, on a platform with the governor of Virginia, a seventeen-year-old high school student, participating in a Democracy Workshop, voiced these thoughts:

> I speak for Democracy, because I hail from the Philippines where my forefathers, generations ago, did not know it;
>
> Because I know what Democracy has meant to my country, before its advent, there was no freedom; but now freedom has given us progress, better standards of living, unity, happiness, and contentment.
>
> Because whence I came, my people were benighted and enslaved until Democracy came.
>
> I speak for Democracy—
>
> And I speak the language of courage, because at this critical juncture in history, when there are evil forces that would destroy it, only the strength that comes from the united will of a people can overcome those that would subvert it.
>
> Thus I speak for Democracy—because I want to live a useful, full life as a good citizen, and because I want to die a free man.

To these great ends, I hope the work of every historical organization in New Jersey will be forever dedicated.

Lord Stirling's Hibernia Furnace

GEORGE H. DANFORTH

THE story of the Hibernia mine offers a vivid and fairly representative picture of the iron industry in colonial New Jersey. It abounds in details of production problems and labor strife in the years just before the Revolution.

When William Alexander bought the Hibernia mine, he had already established himself as one of the most successful merchants of the New York port and had added to his fortunes by serving as supplier for the British Army that went to Oswego during the French and Indian War. His title of "Lord Stirling" was acquired at this time, and after the war he moved to Basking Ridge, where he built a magnificent residence known as "The Buildings." It was here that he lived while he served as Surveyor General for the Eastern Division of New Jersey. He was reputedly the wealthiest man in the province.

During his early business days, before the outbreak of the French and Indian War, Alexander had considered purchasing the Rocky Hill Mine[1] in New Jersey at a time when its price was "so reasonable," and from time to time after that he spoke of owning mine properties and iron works.[2] He had the same interest that merchants generally had in the manufacture of iron, stimulated by the British parliamentary act "to encourage the importation . . . from the colonies in America."[3] In an early

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[1]William Alexander to Robert H. Morris, Dec. 1, 1754, Alexander Papers, Box 1, No. 318.

[2]*Ibid.*, Box 1, No. 164A; also Box 9. See purchases of nails, sheet metal, etc., from him for "Stevens' shipyards." Note John Stevens to Alexander, Dec. 26, 1749, March 21, 1750; Alexander to Stevens, March 29, 1750.

[3]*Journal of the Commissioners for Trade and Plantations*, LVIII (London, 1922), 68; George Louis Beer, *The Commercial Policy of England*, p. 89.

survey of lands out in New Jersey near Mine Brook, Alexander noted where the "tillable" land had been dug up by a prospector. "The miners are not come to any solid mass of ore, [but] they look upon it as very good."[4]

Not only was Alexander interested in the possibilities of selling ore in the local market or purchasing mine properties himself, but he actually shipped iron to the West Indies in his early mercantile ventures, and the war in 1755 witnessed his efforts to supply the muskets and cannon of the Oswego regiments with shot. Add to this experience his knowledge of leases and hiring labor,[5] and it is not surprising to find that when mining was reputed to be profitable he jumped at the first chance to make some money at it.

When the war against the French was over and Stirling thought over the state of business in the colonies, he said to Lord Shelburne,[6] head of the Board of Trade, "The making of pig and bar iron and the cultivation of hemp are two articles that want encouragement greatly." He claimed that the hemp problem needed scientific handling (nine-tenths of it did not grow well), but he had some of it with which he was experimenting on his "farm in the wilderness."

Of these twin production problems, as he saw them, the production of iron, more than hemp, needed capital and big backers, a few of whom had already "erected excellent works" in New York and New Jersey.[7] For the present he was satisfied to stick to his hemp culture and sell off some of his mine land to Peter Hasenclever, the most important contemporary ironmaster[8] in America. Nevertheless, he probably did cogitate on the iron industry during the years of developing the Basking Ridge place and experimenting with hemp, inquiring and even searching for an opportunity to buy mining rights advantageously.[9]

[4]Alexander Papers, I, 14.

[5]Articles of Agreement of Stirling and others with the Kemurs (two brothers) for digging near Pluckemin in Somerset, N.J. *Ibid.*, III, 27.

[6]Alexander to Lord Shelburne from New York, Aug. 6, 1763. *Ibid.*, III, 43, also 56. Here Governor Franklin is requested to supply bounties for hemp.

[7]*American Collector*, I, 210.

[8]See return of survey, nine acres sold by Lord Stirling to Peter Hasenclever, April 4, 1765 (Alexander Papers, Box 18); receipts of £416 from Hasenclever and others, 1765 (*Ibid.*, Box 11). For Hasenclever, see *Dictionary of American Biography*, VIII, 379.

[9]Alexander to Thomas Bartow, Jan. 24, 1767, Alexander Papers, Box 1, No. 321.

After considering the Horse Pound Mine (or Johnston's), he became interested in Hibernia, belonging then to its builder, Samuel Ford, and two other owners, and it was on Hibernia that he set his heart. Located in the finest ore district of New Jersey,[10] it looked like an excellent purchase. He expected it to be a money-maker, of course, and looked for an agent to sell the iron it produced.[11] One prospective customer immediately offered to buy all the pigs he could sell, "if good," for a three- or five-year period at £6 per ton, settling the accounts every half year. The offer was for all the pig iron or none, taking away the business from the Hanover furnace formerly patronized and not more than ten miles away.

There was surveying to be done, legal papers had to be drawn, water rights settled, details decided at Potters Town (Pottersville) at a meeting of owners and buyers. Ryerson of Ringwood certified to the value of the properties and the deed was witnessed by DeLancey and Cuyler.[12] Only Colonel Jacob Ford of Morristown (not related to Samuel) wrote Lord Stirling that there was trouble over the stoppage of water[13] that the furnace caused in the stream below Hibernia. Both Robert Livingston, Jr., and his brother Philip[14] wrote disparaging advice to their brother-in-law Stirling, Robert complaining particularly that his business "is but poor," with eight hundred tons of iron on their hands, and "no money in the country to purchase our pigs."[15]

Late in 1767 an agreement was reached at Hibernia[16] over

[10]John B. Pearse, *Concise History of the Iron Manufacture of the Colonies*, p. 53.

[11]Garrett Rapalje to Alexander, March 30, 1767, Alexander Papers, III, 55; Charles S. Boyer, *Early Forges & Furnaces in New Jersey* (Phila., 1931), p. 92. It is said here that Alexander bought one-third of Hibernia with Anderson and Cooper each owning a third also. The three men had bought out Samuel Ford.

[12]The Horse Pound Mine is mentioned at about the time of Hibernia. Alexander Papers, III, 57. Whether Alexander ever bought into that cannot be determined from the Alexander Papers.

[13]*Ibid.*, p. 58.

[14]*Ibid.*, pp. 62, 64.

[15]Robert Livingstone, Jr., to Alexander. *Ibid.*, Box 1, No. 206. "Peter Curtenius" orders "20 tun pigs from Hibernia, am't Robt. Livingstone makes in a week." *Ibid.*, III, 63, 64.

[16]V. S. Clark, *History of Manufactures in the United States*, I, 91; J. L. Bishop, *History of American Manufactures* (Phila., 1864), p. 541. The Hibernia furnace was near the Hibernia mine, not like the case of Ancram where the mine was twelve miles away. In the case of Hanover, the furnace was twenty miles from the ore that supplied it.

work that had to be done in connection with operating a forge "of two fires" and one hammer to produce bar iron as well as pig. The supply of wood for the furnace was to be procured by the lease of timberlands in an area not far away, with the stipulation that £100 in logs must be removed annually "for sawing," while necessary dams in the stream were to be kept in repair, with the level of the impounded water to determine when they should take some of it from the forge.[17] In regulating water supply, Stirling had to promise to dig a sluice ditch for diverting excess water when the seasons were rainy, and it was agreed that the sawmill which used water was not to be worked when the water could be "useful to the forge." The timber had to be cut so completely that the soil could be used afterwards for tillage meadow or pasture. Free housing for employees and their families in the wilderness was the customary condition under which labor was hired, the responsibility of the manufacturer; so that "lodging houses" or bunk houses for the men, cabins for families, stores and cook houses had to be erected close by the furnaces and forges.

When blast operations were proceeding and shipments being made, it was over this matter of housing, feeding, and paying his labor that Stirling went into debt at Hibernia. If the commissary was not paid, the supplies for it carried the financial burden for food and dry goods for the entire mining community. William Neilson, the supplier, was in debt continually for goods sent to Hibernia. Stirling had promised him payment for whatever was sent to the mining camp, and of course everyone believed there would be plenty of specie to pay for the supplies as soon as the iron could be marketed. But it was not that easy, and Lord Stirling was unable to pay on his "bond," or note, for £125 due from the first year of their association.[18] This involved another financial arrangement, for the money lent to Neilson with Stirling's backing had to be paid[19] or the lender threatened to go to the law, which he hoped would be prevented

[17]Agreement made with Justice Edward Lewis, Nov. 9, 1767, in William Alexander's handwriting. Alexander Papers, Box 3, No. 68. This is characteristic at least of the extent of the planning that had to be done before the furnace even started to work.

[18]William Neilson to Alexander, Jan. 15, 1770. *Ibid.*, Box 1, No. 246.

[19]Interest on a bond and a demand for payment of principal. *Ibid.*, No. 261.

by prompt action. It was obvious that Stirling did not have the liquid assets to pay. That his iron was selling at too small a profit was not obvious.

Meanwhile, the bills for the commissary and the expenses there were mounting and Stirling was borrowing more and more; by 1771 the debt had amounted to £788 for food, not counting £1,242 in dry goods for the stores and a labor debt of £1,460, making a total of nearly £3,500. By the next year, Neilson's account with Lord Stirling showed that over £5,500 was owing him.[20] But the demand for pigs and bars continued to encourage manufacturing. The sales were made by specifying from what blast (or year) and from what furnace the iron had come, and the method of production improved rapidly at Hibernia, as it did in other furnaces nearby under the expert direction of the old Prussian ironmaster, Peter Hasenclever,[21] who perfected the water wheel at Ringwood.

In the spring the furnaces could start producing as soon as the ice melted in the streams and let the water turn the mill wheels to work the blast bellows. From the amount in sales (and presumably in production) Hibernia increased its output during Stirling's ownership from around £3,804 for pigs before 1771, to £4,083 in 1772, and to £4,639 in 1773.[22] The entire production went to Neilson in 1773 for £4,548 (New York), but the debt to Neilson was rising ever faster. The economics of their problem was baffling![23]

Hibernia had fallen completely into Lord Stirling's hands through the default of loans that he had arranged to keep it going,[24] so he and Neilson came to an agreement on financing further operations. First, a bond (Daniel Cooper's) was to be

[20]Receipts and accounts for 1771 and 1772 with William Neilson; Benjamin Cooper, master iron worker at Hibernia, also appears. *Ibid.*, Box 11.

[21]*New Jersey Archives*, First Series, XXVIII, 253.

[22]"State of Wm. Neilson's accounts," Alexander Papers, Accounts Box 11. Probably an estimate made in 1773.

[23]Memo for 1773 gives amounts in tons from Hibernia: 1768, 367 tons; 1769, 413 tons; 1773, 601 tons. *Ibid.*, Box 9. The figure quoted is found on this same memo and repeated in another memo, which adds that the £4,548 (N.Y.) shall be "applied to the balance" Stirling owes.

[24]*Ibid.*, III, 62. July 7, 1767, William Alexander gets deeds of "Cooper and [Samuel?] Ford" and reference is made to purchase at sheriff's sale of Mr. Anderson's property. Mr. Anderson was an original owner of Hibernia with Cooper and Samuel Ford. See *Ibid.*, Box 1, No. 220, for reference to fifteen acres presumably sold from Jacob Anderson's land at approximately this time.

paid off by the sale of pigs remaining on hand from the previous year. Secondly, Cooper must agree to discharge his debts to Elias Dayton, who clamored for payment, and others who had contracted with Hibernia and might be expected to do so in future. Thirdly, Neilson would agree to supply the furnace (commissary and stores) in return for the next two hundred tons made there. He now gave his bond to Ben Cooper with the promise of Lord Stirling, so that Hibernia was in complete control of the latter, but with a debt which they hoped to clear the next season.

Its efficiency was to be further increased under the direction of Joseph Hoff, who had proved a good supervisor there during the past autumn.[25] The first improvement was a deeper dam and tailrace for an enlarged mill wheel to operate the bellows. This was probably copied from the methods Peter Hasenclever employed at Ringwood. Woodcutters were needed, too, but it was hoped that single men could be found without families who "exhausted" the supplies. Soon all was in order and the furnace was going well—nineteen tons produced in a week.

But the lack of hard money was causing a turmoil which no amount of crude iron production could calm. Mr. Daniel Cooper, who had lent money when his son Ben was part-owner and still held the bond, impatient for payment, arrived late one day with the sheriff, seized ore and wood, and refused to allow any shipment of pigs. Joseph Hoff noted a "murmuring" among some workers[26] and announced the dismissal of three Irishmen who took the opportunity to ask for more than thirty shillings per week. By November, Hoff was reporting suffering at Hibernia for vital necessities.[27] While the furnace continued in blast, the shipment of pigs was still held up by the adamant old Daniel Cooper,[28] in spite of Ben's promises to co-operate with Lord Stirling's plan for reconciliation and adjustment.

Meanwhile, the supplies expected from Neilson had not arrived at Hibernia, upon which Stirling agreed that he should get no pigs unless he lived up to his promise of sending neces-

[25] *Ibid.*, III, 83. First mention of him is in a letter from Neilson to Alexander, Oct. 11, 1773. Hoff's first letter to Alexander is Nov. 18, 1773. John Hoff, son of Charles Hoff, is a nephew, apprenticed to work at Hibernia. See indentures: Alexander Papers, Box 14, Aug. 12, 1774; Charles Hoff's indenture for "ironmaking and bookkeeping," 1765, in *Ibid.*

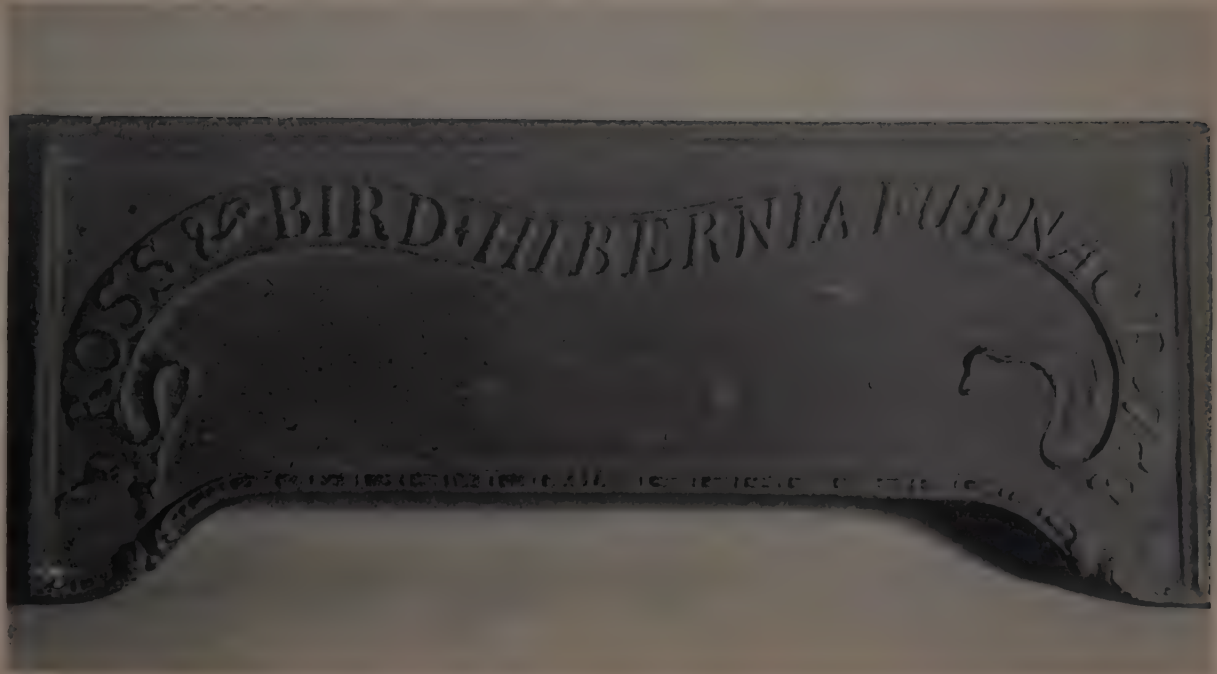
[26] *Ibid.*, III, 84. [27] *Ibid.*, p. 85. [28] *Ibid.*, p. 87.

sities to the camp. Just at that moment, and it was mid-November, there were technical troubles with the bellows, and it was thought the blast would have to be given up for the year. But they got it started again just before Christmas, with the weather still warm, a working of the furnace far later in the season than was ever expected.

Ben Cooper "wanted no rupture," but he was going to court unless their affairs "were compromised amicably,"[29] and Daniel Cooper was still anxious to have his "son made whole" boss. He would withdraw if Stirling paid all debts. But Stirling could not pay the debts, and the company was expected to dissolve, which happened by action of the Morris County sheriff at Christmas. The Hibernia mine and furnace were to be auctioned at a sheriff's sale; the moveables would be put on the block first, then the equipment of furnace and mine, and finally any of the products such as pig iron, ore, or wood. The sheriff, Jonathan Stiles, acting under judicial orders in prosecuting this public sale, wrote from Morristown to Lord Stirling: "I fear your concern in public business . . . has prevented your taking what care you otherwise would have done in this matter." It was an unkindly cut from one not grasping the basic reason for the failure "in the matter."[30]

The idea of making a fortune by producing iron died slowly, and there are memoranda in Alexander's hand in which he notes that Hibernia pig has a reputation as good as Livingston's, that he is willing to undersell others, that his requirements can be financed to allow profits. So with freshened hopes, a new arrangement was planned for the spring,[31] with William Neilson agreeing once again to cart and market all iron to the credit of Hibernia. Of course it owed Neilson, and Daniel Cooper gave a new £1,000 bond as security for Ben Cooper's debt as former owner of Hibernia. The plan, like the preceding ones, was fine if it worked (as the others had not worked) and would pay off Daniel Cooper. In the same way, Elias Dayton, the Gastons, and others would be paid for their losses in acting as produce

[29]Two letters from Hoff to Alexander, Dec. 23, 1773. *Ibid.*, p. 89.
[30]*Ibid.*, III, 90; IV, 1.
[31]*Ibid.*, Box 9, envelope marked "Hibernia."



A product of Hibernia Furnace, made in 1782. Now on display in the Society's museum.

suppliers to Neilson, who would get the first two hundred tons for his account, as usual. Stirling dreamed of producing seven hundred tons that year, and when the debt to Neilson was reduced to £1,000, the latter agreed to relinquish control to him.

Meanwhile, the stagnation in payments of debts and the whole impasse to which the business of mining had come were settled by a series of agreements arranged by Daniel Cooper's lawyer, William DeHart, among Colonel Jacob Ford of Morristown, Elias Dayton, William Neilson, and Lord Stirling. There were to be exchanges of mortgages, reallocation of metal, a surrender of deeds, all to clear the road for a new start in 1774.[32] The Coopers had got "beds, bedding, wagons, horses, smithy," and other things at the sheriff's sale, all now to be returned, and the furnace, according to the agreement, was to be surrendered, if the operation proved unsuccessful, to Colonel Ford, who now held the deed from Daniel Cooper for his share of Hibernia. So all were willing to try again, and one month to the day after the sheriff's sale the workmen were back at the mine, "in raptures" over innovations suggested for the new water wheel and shaft.[33] Joseph Hoff was again on the job, suggesting and at times insisting in his officious manner; he advertised for miners and woodcutters at "3/ shillings per cord"—the works at Hibernia, preparing for the coming season, to be carried on by the "Rt. Hon. the Earl of Stirling, the present sole proprietor."[34]

Again Neilson and Stirling were settling their accounts which showed in summation from the past three years:[35]

Hibernia borrowed from Neilson	£12,336
Hibernia had paid him	6,141
Cash (paid from sales)	4,500
Owed to Neilson in February, 1774	£ 1,695

Not only was the debt more than ever, but the conditions of the camp workers were intolerable, the "poor people all

[32] *Ibid.*, IV, 2. [33] *Ibid.*, p. 3.

[34] *Rivington's New York Gazette*, Jan. 26, 1774; *New Jersey Archives*, First Series, XXIX, 255.

[35] Quoted in a letter from William Neilson to William Alexander, Alexander Papers, IV, 5. The arithmetic in the original is wrong by some £50, but the thousands indicated make the figures a clue to the financial problem at Hibernia.

naked and tired of living on promises."[36] Fortunately there was soon enough cash for the necessary purchases,[37] so that the advertisement in the New York paper[38] saying that "a plentiful supply . . . is now laid in and will be constantly kept up," may have been true, at least in intent. The advertisement went on to say that the workmen received "civil treatment, honest dealing, and punctual pay." Whatever the promises, the problems were still human and economic, with innumerable details to be arranged. Colonel Ford expressed himself about company matters now, debtors clamored, Mr. Erskine of Ringwood was consulted, and Neilson awaited shipments.[39]

By the end of March, the camp was out of supplies again, with the masons at the furnace demanding pay. It was said that the efficient Hoff had hired employees away from John Jacob Faesch,[40] the ironmaster of the Mt. Hope furnace. One day, after a visit from Lord Stirling to Hibernia, "the Carpenters came [to Hoff] open-mouthed [to ask] about their money," and when they found he had not left any for them, they "immediately went away . . . declaring they would not do another hour of work." Yet there was no cash to be had. Neilson had not received iron, his creditors were pressing him,[41] and certainly Lord Stirling had no ready cash at Basking Ridge. But at least masons and carpenters were at work again, finishing their preparations for the blast, and "colliers," or charcoal burners, were soon directed to start the fires.[42]

Colonel Samuel Ogden and his friend Colonel Jacob Ford[43] appeared one day at Hibernia, Ogden in a mood to investigate conditions at the mine head. He was owed funds by the mine, had an interest in Colonel Ford's Horse Pound Mine[44] not far

[36]Joseph Hoff to Alexander (undated). *Ibid.*, IV, 6.

[37]Hoff to Alexander, Feb. 6, 1774. *Ibid.*

[38]*Rivington's New York Gazette*, Feb. 10, 1774, reprinted Feb. 17.

[39]See letters from John Munson, John Gaston, Joseph Hoff, Alexander Papers, IV, 11-12; also IV, 20, on tools, and Box 1, Nos. 290 and 292.

[40]*D.A.B.*, VI, 243.

[41]Alexander Papers, IV, 17.

[42]*Ibid.*, p. 19. During this time Alexander was correcting a survey of Col. Ford's and trying to settle the line of the Mt. Hope furnace of John Jacob Faesch. See *Ibid.*, Box 34, Morris Co., May 20, 1774, and Box 12 for April 2, 1774.

[43]*D.A.B.*, XIII, 642; VI, 516.

[44]Samuel Ogden to Joseph Hoff, Jan. 7, 1774, Alexander Papers, IV, 22; Box 1, No. 321, for mention of the Ogden interest in Horse Pound Mine.

away, and made it known that a pile of ore at Hibernia ("a stoop of it 30 feet high and 6 feet wide") ought rightfully to be his.[45] The much-harassed Hoff wrote to Lord Stirling right away that Ogden wanted the ore and would soon own it. Consequently, Stirling appeared two days later expecting to settle the matter of ownership by carrying the ore down the hill to the Hibernia furnace. When he got to the mine where the ore was piled, he found a group of Sam Ogden's men gathered nearby with shovels in hand, so he ordered his own men to start loading the Hibernia wagons to take the ore down to the furnace. On hearing this order, an Ogden man named Tom Kennedy jumped aboard the Hibernia wagon and started shoveling the ore out again on the ground right before the Earl and his men,[46] at which point of provocation the Earl drew pistol and said, "The first man to molest my team will have his brains blown out." Kennedy continued and Lord Stirling strode up to him, struck him with his horsewhip, and cowed him into giving up. Three wagon loads were brought as he directed from the ore pile at the mine down to the furnace that day, and Lord Stirling rode back in the evening to Basking Ridge, confident that all was settled.

But the following day a mob from Boonton showed up at Hibernia to forbid any more loading, followed by a leader named Dominick Robinson and forty men armed with clubs. They had their own wagons and set about unloading the half-full Hibernia ones and putting the ore into theirs to take to Boonton. This time Ogden's faction had its way, and again the end of the day seemed to bring a settlement of the issue.

However, incidents like this do not end peacefully, and two days later the Ogden men were back again from Boonton threatening the Hibernia stores and dwellings. Joseph Erwin, a Boonton man, assaulted Gillis McPherson of Hibernia, striking him twice with a club, but they apparently were only determined to get more ore from the ore pile, and no further violence occurred, since they had successfully intimidated the Hibernia

[45]Joseph Hoff to William Alexander, June 2, 1774. *Ibid.*

[46]*Ibid.*, Box 36. This account, written in a distinct hand, is in booklet form, given as an eyewitness account. It is obviously contemporary and may have been prepared with the idea of being used in court proceedings.

men. While wagons carried off ore that afternoon to Samuel Ogden's in Boonton, a guard of some twenty armed men protected them, threatening to shoot any Hibernia men resisting the high-handed proceedings.[47]

If the old score was settled amicably, we have no record of it, but the mining and smelting continued. The mill race turned the wheel and set the bellows of Hibernia working at ten o'clock on a Saturday morning early that June, and by dark of that summer day the furnace was filled with its layers of charcoal, lime, and ore. Of course the bellows workers had to be paid before going home; £30 would have made "all things easy."[48] But at least the furnace was again in blast, and the threat of cutting off supplies and the falling price of pig iron seemed remote threats to miners and owners. However, the situation grew more tense with time; Lord Stirling was pressed from every side. A letter from John Cooper protested Stirling's delay in payment of a bill because the Earl thought he should await the payment of an older debt to his brother, Benjamin Cooper. "But mine has nothing to do with Benjamin's," complained John. "It is for beef you had of me five years ago; the people whom I bought the beef from, their patience is quite worn out."[49] The sum of £26:6/10 was due, but John added that £20 would last him till fall. The case was typical.

So long as the furnace was in blast, those concerned with it seemed optimistic—"13 tons made in first week, 16 tons expected this," reads one report. Then eighteen tons was the corrected report for the second week. At such times the ironmasters talked of expanding, as Jacob Ford and his son talked that summer with the Earl.[50] But in the eighteenth-century accounting the financial picture was not clear, the problem was only half revealed. A supplier who had invested over £2,000 in produce for Hibernia during the past two years wrote anxiously that if all

[47]William A. Duer, *Life of William Alexander,* pp. 97-107, tells of the counterfeiting and other crimes of a certain Samuel Ford (not related to Jacob Ford of Morristown), one of the first owners of Hibernia. The question whether Samuel Ogden was "interfering" in the affairs of Samuel Ford seems insignificant compared to the factors of finance and economic competition involved.

[48]Alexander Papers, IV, 22, 23.

[49]John Cooper to William Alexander from Long Hill, July 2, 1774. *Ibid.,* IV, 23.

[50]Correspondence for July-October, 1774. *Ibid.,* Box 14.

the iron were sold it would not amount to £1,700 by the end of the blast. He had not diagnosed what he called a "weighty matter" to him, but his analysis of debts and gross sales was correct.[51] When the furnace poured twenty tons in a week, they thought they were making money,[52] not realizing that the dropping prices due to increasing colonial production had already precluded the chance to make a profit. The 1774 blast for the twelve weeks from July 4 to September 19 averaged nineteen tons a week; they sold it all and wondered how they could lose. The prices, of course, were too low.[53]

The shortage of flowing water for the mill wheel became acute in midsummer, and, to give them another scare at Hibernia, the miners went in a body to Colonel Ford, presumably to ask settlement of pay. These were very real labor troubles in an age of docile workers. A suit in the Court of Common Pleas at Morristown against Stirling was filed by William DeHart, the lawyer, for an employee for "work and labor, wood and coal" for £45:11/11¾, a paltry sum, you say, but a year's wages for a common laborer![54] There were other cases like it, indicating a money famine. There are two inventories[55] of Hibernia "moveables" which would indicate a late-season effort to liquidate the assets of the mine in order to pay the creditors. Big quantities of cordwood, coal (charcoal), tools, wagons, horses, oxen, furnishings (furniture) would lift the debt, if sold at the appraisal values. Somehow the operations were carried over to 1775.

The furnace was in blast when news came of the firing on the British regulars at Lexington, and the opening of a new phase in the iron industry of the Colonies. The booming conditions reported in 1775 were like those of the previous years. The flow of iron from the furnaces and its sale made the ironmaster feel prosperous.[56] And the talk of war after Lexington added a new incentive to keep mines, furnaces, and forges in operation.

[51]Samuel Hake to Alexander, *Ibid.*, IV, 26; John Gaston on creditors, p. 27.

[52]*Ibid.*, pp. 28-29. Due to drought, there was special tapping of other water supply for the mill race, also explained here.

[53]*Ibid.*, Box 11. A memo says: "Blast 1774, 12 weeks, 228 Ton."

[54]*Ibid.*, IV, 32, 33.

[55]Two inventories, both dated Dec. 10, 1774, but different estimates in each of cords, etc. *Ibid.*, Box 11 and Vol. IV, p. 33.

[56]*Ibid.*, IV, 35. Alexander thinks pig should sell at £8½ a ton.

Robert Erskine,[57] the Englishman turned patriot, wrote from Ringwood that Congress wanted laborers at the furnaces to be kept from enlisting. When the Revolution gathered a momentum which swept away previous commitments and formed new ties, Lord Stirling was absorbed by different interests, but Hibernia was not entirely left to desuetude during the American Revolution. Though Washington did not recommend that it be put into operation, he wrote in 1779 when the army was in the Jersey hills that Congress was contracting for ball of all kinds. Shortly thereafter the Quartermaster General at Morristown, James Abeel, received a shipment of over four tons of shot and some two hundred bars of iron from Lord Stirling. The instinct to trade in iron remained strong with Alexander!

That is the last record of Lord Stirling's connection with the Hibernia. Today, all that remains of the old mine is the ruin of the kiln. But the story of the mine and its owner, Lord Stirling, survives—a glimpse into the early industrial history of America.

[57] *D.A.B.*, VI, 180, Alexander Papers, IV, 46.

[58] George Washington, *Writings* (J. C. Fitzpatrick, ed.), XIV, 13; also XIII, 476. Refers to Congress Stirling's request for contracts to "Works under your Lordship's direction."

The Port of New York Authority

BILLINGS WILSON

EARLY commercial relations between New York and New Jersey were disturbed by a number of incidents all of which in time lead up to the creation of the Port of New York Authority. It is important that historians understand this birth out of travail and conflict. One of the earliest of these incidents resulted from a grant by the New York legislature in 1798 of an exclusive right to Fulton and Livingston to navigate the water of New York State by steam. This New York monopoly provoked the wrath of the good people of New Jersey and resulted in a bold attack upon it in their legislature with a demand that if the citizens of New Jersey could not build a steamboat and send it across the Hudson to New York without the leave of Fulton and Livingston, then no boat having the license of Fulton could enter the waters of New Jersey upon pain of seizure. Although in practice they never went this far, they did provide that if anybody in New York seized a boat belonging to a citizen of New Jersey and lying on the waters between the two states, the owners might seize in return any boat belonging to any citizen of New York found in any waters of New Jersey. The New York company then threatened to stop its ferry to Jersey. The threats were never carried out because the New York company had trouble enough without seeking more. Rival boats started up between New York and Albany without license. The resulting lawsuit found its way ultimately into the Supreme Court where, in the great case of Gibbons vs. Ogden, the Court in 1824 held that the New York legislature had no power to grant a monopoly upon navigable waters.

THE AUTHOR, a native of Washington, D.C., graduated in 1916 from Yale University, later serving with the Corps of Engineers in France during World War I. In 1922 Mr. Wilson joined the staff of the Port of New York Authority. As director of operations (since July, 1942), he is responsible for the operation of interstate bridges, tunnels, airports, marine terminals, a grain terminal, bus terminal, and other facilities. On December 4, 1952, Mr. Wilson presented an address at Newark before this society and the Railroadians of America, of which the present article is a part.

Boundary disputes stemming from the original crown charters had long been another cause for recurring irritability between the two states until, in 1833, the governor of New York wrote the governor of New Jersey expressing his regrets over the unfortunate controversy and each state appointed boundary commissioners to confer with the other state. As a result of their labors, statutory enactments in 1834 fixed the boundaries where they are today.

This treaty gave New York exclusive jurisdiction over the surface waters of the Hudson River and upper New York Bay to the low watermark on the Jersey side; and New Jersey received similar jurisdiction, to the New York shore over the waters of Staten Island south of Woodbridge Creek. The New York jurisdiction over waters up to the Jersey shoreline, involving not sovereignty but "jurisdiction as distinct from sovereignty," was intended to promote the interests of commerce and navigation. To our early fathers it was apparent that you could not have two separate states regulating navigation on the same waterway.

The next incident was the famous Passaic Valley sewerage case, emanating from New York's fears of pollution of the waters of New York Bay. A commission report of 1905 said:

> The necessity already exists for a central authority to not only direct, but also initiate these great public works upon which depend the beauty and helpfulness of approximately 450 miles of shore within the metropolitan district. Needed action should be commenced to secure such an interstate commission for the existing conditions must steadily approach the point where the public will demand relief.

Notwithstanding this wise suggestion, no attempt was made to bring the states together. Instead, New York State sued New Jersey in 1908 to restrain the construction and operation of a trunk-line sewer in the Passaic Valley. The case took ten years to reach the United States Supreme Court. But in the meantime another controversy had sprung up centering on freight rates.

In 1911, Governor Wilson had appointed a commission to study the problem of port development in co-operation with a similar body in New York. Following their report to the legislature in 1914, the New Jersey Harbor Commission was created,

which in 1915 was merged with several others into the New Jersey Board of Commerce and Navigation. This group appointed a special committee to discover ways and means of securing to the New Jersey side of the port a lower railroad freight rate than to the New York side, and thus to give New Jersey a commercial advantage. Of course New York City and the state of New York were opposed. The result was the famous New York Harbor Case, bitterly contested by both sides before the Interstate Commerce Commission, with reams of testimony and hours of oratory. The case resulted in great public discussion of the problem of port organization. Every trade and civic body within the metropolitan district became vitally interested and many of them intervened in the proceedings.

Fortunately, this famous case, decided in 1918, had an educational influence upon all the participants, as well as upon those concerned with the future development of the metropolitan district. Even while the case was pending, there gradually emerged the conception that whatever New Jersey might gain through successful litigation, it could gain even more through co-operation with New York. And, on the other hand, New York realized that it could no longer regard that portion of the Port within state lines as being the entire port. So it came about that Governor Edge of New Jersey and Governor Whitman of New York were brought into conference and the two governors agreed that marriage, and not divorce, was the proper course.

Governor Whitman, in his message to the legislature in February of 1918 said that "the Port of New York is historically, geographically and commercially one port and any congestion in the port at any one point affects the whole port. The time has come to look forward and to plan in advance for its future demands. This cannot be done by any commission representing either state alone. The task must be a joint task."

And Governor Edge said, in an address in April of the same year, "When I became Governor, I was presented with a legacy which might perhaps have made it appear that New Jersey was suing for divorce from her sister state of New York. I have been quite busy trying to re-establish family relations and we have now reached that position. We have established a partnership."

As a result, there was created by the two legislatures the New York-New Jersey Port and Harbor Development Commission, which from the very beginning sought to bring about amicable relations between the two states. This commission was the immediate predecessor of the Port of New York Authority.

The Commission urged the creation, by agreement between the two states, of a port authority with jurisdiction over the entire port district, so constituted as to enable it to carry out a continuing policy and comprehensive plan of port development, treating the port district as a whole. The Commission observed that as of that day our port problem was primarily a railroad problem, and that a complete reorganization of the railroad terminal system was the most fundamental physical need of the Port of New York. Therefore, a comprehensive plan of port development was recommended calling for a complete belt-line system for the Port union freight stations, and definite measures for prompt relief, all for linking up the various sections of the Port. While the 1922 physical plan embodied a map and a set of principles, the Port Authority was given discretionary power to meet changing conditions or improved technology and to determine all details, including timing for such things as highways, bridges, tunnels, terminals, belt lines, and other improvements.

The two states adopted the recommendations of this bi-state commission and after considerable legislative discussion, public hearings, etc., in 1921 created by treaty the Port of New York Authority and directed it to proceed with the effectuation of the recommended comprehensive plan of the bi-state Development Commission. It was the first "authority" established in this country and it would be well, from an historical standpoint, to understand clearly what it was, what it was intended to do, and how it was intended to do it.

There is no magic in the word "authority." It has no hidden sources of funds with which to build enormously expensive public works. Its usefulness and its very existence depend solely upon its ability to function along sound, administrative, financial, and operating lines, like a private business, so as to insure a net

revenue return from its enterprises sufficient to inspire confidence of private investors in its capital projects.

The two states gave the Port Authority a comprehensive charter as a public corporation without stockholders. It could acquire property by purchase or lease, establish tolls and rents, operate its property as a public trust, and use its net revenues solely to pay off its bonded debt. Thirty years ago few people were rash enough to forecast the day when it would ever have any net revenue. Like Mark Twain's jackass, they regarded it then as being "without pride of ancestry nor hope of posterity."

The founding fathers wisely decreed that their fledgling agency should have no power to tax and that its commissioners would serve without salary. This circumstance from the very beginning attracted a higher type of public servant from the ranks of business and industry than could ever be attracted by the salaries offered to public servants. In the beginning, each state appointed three commissioners. When the Port Authority and Holland Tunnel commissions were merged in 1930, the membership of the Board was expanded to six from each state, appointed by the respective governors with the consent of the respective Senates. Each man served a term of six years, the terms overlapping so that there is one appointement from each state each year. The Board today is composed of men with a wealth of business and financial experience second to no board of directors of any private corporation in the United States.

The commissioners have developed with the Port Authority a sound organizational structure that assures continuity in the management of its affairs. They have established a tradition of non-political service with all promotions based solely on merit. Moreover they have demonstrated that the standards of a well-directed private corporation *can* be brought to the operations of a large public enterprise by attracting to it from private industry an administrative staff of outstanding ability, business acumen, and enthusiasm for the job.

When I joined the staff in 1922, we had less than twenty employees; today there are thirty-six hundred, including the third-largest police force in either state. At least a dozen of the

top-ranking department and division heads have come to the Authority from industry and business since the end of World War II. This infusion of new blood keeps the executive staff youthful while preserving, through the older members, the cumulative wisdom and experience gained from previous mistakes and successes. We aim to be among "the first to see new truths and last to leave old truths behind."

Confronted during my first year with a railroad plan of port development, we set out to try to make it effective. Numerous conferences were held with top railroad executives in an effort to promote the principle of co-ordination and unification of terminals and services, but the railroads would have none of it. They did not care to give up their respective competitive positions, although we were able to establish one union inland railroad freight station and managed to create the blueprints for more efficient operation by joint use of terminals and harbor equipment that subsequently came into being under emerging wartime conditions.

So the comprehensive railroad plan made only limited progress —but another factor entered the picture with a headlong rush. World War II gave great impetus to the manufacture of highway motor vehicles, both passenger cars and trucks. Traffic congestion began to develop on main routes through cities, such as Broad Street, Newark, and Frelinghuysen Avenue, Elizabeth, as the people and goods of a nation sought entry to the great metropolitan area, by this latest form of transportation.

The great flexibility of the motor car appealed to the American public. Manufacturers turned out these vehicles by the millions, and the highways became jammed, especially at the ferry terminals. The engineering art of bridge and tunnel building, prior to 1925, had not yet solved the problem of Hudson River crossings.

The Port Authority was well aware in the middle 1920's of this drift from rails to rubber and it realized that the problem contained within itself the seeds of its own solution so far as large and costly fixed crossings were concerned. A *railroad* tunnel or bridge in the Port District could only be used, at the most, by some twelve companies—and they were not interested.

Motor vehicles, on the other hand, represented millions of individual owners and users and a *vehicular* tunnel or bridge could be thrown open to all comers for both passengers and freight and a small fee charged each one for its use. The principle of a small fee to the individual user already had been established firmly in the preceding two hundred years of ferry boat transportation.

The Port Authority's first venture into the bridge and tunnel field was the simultaneous construction of Goethals Bridge and Outerbridge Crossing and their opening in 1928. But we were not the first in this interstate highway field. Two bridge and tunnel commissions, one from New York and one from New Jersey, had been digging away jointly under the Hudson River and in the fall of 1927 opened the Holland Tunnel. It was an immediate success, over fifty thousand vehicles using it the first day.

The race between the automobile manufacturer and the highway constructor, only then beginning, has been a losing one for the highways ever since. As fast as a new bridge, tunnel, or turnpike was provided, there were more than enough automobiles to fill it. Even before the Holland Tunnel was opened, the Port Authority had started planning for the George Washington Bridge, which it opened in 1931, simultaneously with the Bayonne Bridge.

The two states recognizing that there could not be two competing public agencies operating interstate highway toll facilities in this area, entrusted them all to the Port Authority in 1930. The first tube of the Lincoln Tunnel was opened in 1937, the second in 1945. Due to the lag of highway construction in New Jersey, adequate approaches to the Lincoln Tunnel were not available before the war and traffic did not develop to anything like the capacity of one tube.

The opening of the New Jersey highway S3 from the Lincoln Tunnel to the west and the New Jersey Turnpike to the south has encouraged traffic to shift from the Holland Tunnel until now the Lincoln Tunnel is the busier of the two, but each will handle nearly twenty million vehicles this year. The George Washington Bridge, with eight traffic lanes, has now forged

ahead of both tunnels and will handle over twenty-seven million vehicles this year. Trans-Hudson traffic has more than doubled in the past seven years and will exceed sixty-nine million this year. It required over a hundred years to attain half this amount by 1945.

Once improved means of crossing the Hudson River became available, people flocked to New Jersey in increasing numbers for both residential and industrial purposes. Thousands and thousands of new homes have been built; bus lines have pushed out into these new residential areas, from the Hudson River crossings, offering a more convenient service than that provided by the fixed rail lines. Industry has moved in, thankful for the greater elbow room and for the large pool of skilled labor available not only in North Jersey but in New York City itself, a fact to which we can well testify. On the Hudson River crossings, every morning and evening rush hour, tunnel and bridge traffic to New Jersey is just as heavy as it is to New York. This two-way flow of people and goods is the very lifeblood of this great port district.

We recognize the need for keeping pace and have recently broken ground for a third tube under the Hudson River paralleling the two tubes of the Lincoln Tunnel. But although the third tube will add a capacity of ten million vehicles a year to the twenty million now handled by the Lincoln Tunnel, it will not be adequate for long. We feel it will open in 1957 at full capacity and that we will then need still another crossing. Such additional crossing is now being planned. According to estimates, it will cost considerably in excess of two hundred million dollars as compared with the original fifty million dollars for the Holland Tunnel, both having the same capacity.

At this point perhaps it should be mentioned that the $180,000,000 investment in the three tubes of the Lincoln Tunnel and a possible $250,000,000 investment in two tubes for the fourth crossing will have to be supported—at least it is planned to support them—with the same old fifty-cent cash toll that was charged on the opening day of the Holland Tunnel twenty-five years ago, plus the twenty-five-cent commuter ticket and the forty-cent user ticket now available. It doesn't take a college

degree to figure that an average fifty-cent toll for a maximum of twenty million vehicles a year will not support a $250,000,000 tunnel.

But it is possible to carry out the program by pooling the revenues of all crossings and using the surplus earnings from other facilities, many of them constructed with dollars of bygone values, to carry the new ones. The legislatures wisely foresaw this possibility, realizing that Port Authority projects would always fall within a very narrow field between those that eventually become self-supporting and those (such as schools, hospitals, streets, sewers, etc.) that have no substantial sources of revenue and must therefore rely on taxes. Most Port Authority projects are marginal financially and are therefore not attractive to private enterprise, but they are needed if our big cities and metropolitan areas are to continue as healthy, successful centers of trade and industry. Some of our projects take many years to reach a self-supporting stage. The Staten Island bridges took twenty years. The airports will take almost as long. The bus terminal is still in the red but is earning all of its operating expenses, almost half of its debt service, and it may be out of the woods in much less time than originally figured.

The Port Authority bus terminal at 41st Street and Eighth Avenue is designed to do two things—take five thousand buses off the streets of Manhattan to relieve the terrific congestion in the Times Square area, and to reduce the delays experienced by the people of New Jersey every morning and evening between the Lincoln Tunnel and the various bus terminals in midtown Manhattan. This magnificent cathedral of transportation, which cost twenty-four million dollars, is handling 130,000 bus riders a day, approximately ninety-five per cent of whom are short-haul passengers, essentially North Jersey commuters.

Bus transportation is not a luxury industry; therefore, interstate commuter bus companies could never afford rents high enough to support the kind of bus terminal that bus travelers should have as a matter of health and public decency. How, then, do we do it? The answer is "through intensive concession development," carefully selected to provide these hurrying hordes of daily commuters with attractive necessities of life so arranged

as to promote maximum impulse buying. Today there are more than sixty shops, services, and facilities in the bus terminal offering anything from a cup of coffee to an overcoat, with a parking lot for 450 cars on the roof. These concessions in 1952 produced fifty-two per cent of the bus terminal's gross income, and since the rents of all of them are on a percentage basis, the revenues will advance as they prosper.

In a group of terminal facilities designed to service highway traffic, we include not only the bus terminal, but a truck terminal in Newark, a truck terminal in lower Manhattan and the Port Authority's own building housing a union railroad freight station served by motor trucks. These four highway facilities, three of which have been built since World War II, represent a group capital investment of over fifty-seven million dollars. Despite the fact that the New Jersey union motor truck terminal has been leased to the Army Air Forces for four years and the New York truck terminal is in the process of reorganization of its operating procedures, these four highway terminal units, as a group, show net operating revenues, after deducting all operating expenses, for the first nine months of 1952 of over a million dollars and an over-all loss, after all fixed charges, of only $163,000.

The Port Authority has never lost sight of its original mandate to develop the commerce of the Port of New York. As opportunities have arisen, it has taken on the job of developing and managing marine terminals in three cases where their former owners found it no longer profitable to do so. They are essential facilities, necessary to handle the commerce of the Port. Two of them are on the New Jersey side—one, at Port Newark, containing twenty steamship berths; and the other, acquired recently, on the Hoboken waterfront, consists of three ocean piers and some undeveloped bulkhead space. The third is the Barge Canal Terminal on Gowanus Bay, Brooklyn, acquired from the state of New York, consisting of a twelve-hundred-foot ocean pier and a two-million-bushel grain elevator.

These three marine terminals are not only carrying themselves, but they will return, as a group, net revenues this year of over $200,000 after all fixed charges. As a matter of fact, we had not

expected to have these marine terminals in the "black" so soon. The construction program at Port Newark still has a long way to go and the modernization of the Hoboken waterfront is still ahead, involving an estimated expenditure of seventeen million dollars within the next seven years.

Port Newark was a consistent money-loser for the city of Newark until the Port Authority took it over at the city's request on a fifty-year lease. Since then, its traffic volume has more than doubled and it is now self-supporting. The state of New York was losing fifty thousand dollars a year on the grain terminal, when we took it over in 1944.

In the foregoing pages we have traced the development of transportation from early waterborne commerce through the railroad and highway eras until finally we find ourselves at the threshold of the latest and most fascinating form of transportation—air travel. Here again, the wise progenitors of the Port Authority recognized and included in our basic legislation provision for *air* terminals.

We entered the airport business in much the same way as we entered the marine terminal business—through taking over, from financially harassed municipalities, the management and operation of unprofitable air terminals that were a continuous drain on the city treasuries. Upon requests from the mayors of Newark and New York City, the Port Authority made intensive and extensive staff studies of the economic feasibility of operating local airports on a self-supporting basis. It was found that it would take a long time to achieve this end but that ultimately it could be done. Offers were made to the two cities, resulting in fifty-year leases to the Port Authority of Newark Airport, LaGuardia Airport, and New York International Airport. Later Teterboro Airport was purchased in order to provide for future air needs of the fourth major quadrant of the metropolitan area.

There is a curious feature about air terminals. They are started in remote locations where there is enough elbow room for the long runways and the unobstructed approaches required by arriving and departing planes. Then enterprising real estate developers come in around the fringes and construct homes for the people working on or near the airports, and soon the airport is in

the midst of a city. In the beginning, cities fought tooth and nail to establish airports and to attract airlines to use them. In fact, some of these inter-city fights were extremely bitter and frequently notorious, as when Mayor LaGuardia in 1939 raided Newark and attracted all the scheduled airlines to LaGuardia Airport with thirty-year leases at fantastically low rental rates—rates that today are totally unremunerative. But be all that as it may, and for better or worse, we took over the airports for the long pull. The agreements provide for our expending $198,500,000 on the two New York airports and $70,500,000 on Newark Airport and Port Newark development combined. Approximately half of these amounts was to be spent in the first seven years and the program is now right on schedule. By the end of 1952 better than $100,000,000 had been invested in the airports and Port Newark. A large part of this expenditure represents the construction of basic utilities and ground facilities which in themselves are not immediately reflected in net revenues. Here again, as in the bus terminal, concessions are being developed wherever possible to augment airline revenues.

Despite the temporary closing of Newark Airport early in 1952, the air terminals have continued to move steadily down the long road toward self-support. Gross revenues in that year for all four air terminals totaled about $7,800,000 as against $2,463,000 in 1948 when they were taken over—a tripling in four years. They produced net estimated operating revenues of some $345,000 available for debt service. While there is a long way to go, the over-all trend is gratifying. Aviation is no business for financially "Nervous Nellies" either on the ground or in the air, but we have the same confidence in the future of airports, at this the greatest of the world's air traffic centers, that we have in the future of aviation itself.

Newark Airport on the New Jersey side of the harbor and New York International Airport on the other side are destined to be the two great airports in the Port Authority plan. Pilots like them equally well and the new runway just opened at Newark lines up traffic in a direction that provides the maximum possible consideration for the people of all surrounding communities. The new terminal building under construction adjacent

to Route 25 was sorely needed to replace the inadequate and overcrowded existing terminal and to do justice to the transportation needs of North Jersey residents. It will be second to none in the United States for convenience and attractiveness.

And so with this background, let us take a broad over-all look at what the Port Authority has contributed to transportation in this area over the past twenty years. What do we find? Six interstate bridges and tunnels handling over 70,000,000 vehicles a year. Four airports handling over 510,000 planes and 6,500,000 people a year. Three marine terminals with berths for nearly forty deep-draft ocean ships handling over 2,000,000 tons of cargo a year. A union railroad freight station, two union motor truck terminals, and a union bus terminal handling 5,000 buses and 130,000 passengers per day. These seventeen facilities aggregate an investment of $425,000,000, over forty per cent of it in the state of New Jersey. This investment in physical facilities is represented at the end of 1952 by an outstanding debt of only $241,000,000, due to the policy of retiring bonds out of earnings as rapidly as possible.

It is felt that the record of the Port Authority reflects prudent management and is responsive to the transportation needs of this district. It has not been at all times a bed of roses. There has been adversity to temper the success. Yet progress has been made. As the Authority's executive director said recently, "The path has been anything but smooth, but the journey has been successful. The weather has been bad but the crop is good. Our days have been miserable but our health is excellent."

Statistics ordinarily are not enlivening to read, but they are the record of the administration of the Port Authority's affairs and are an appraisal of its present value as a service agency for the people of this district. So far as they reflect healthy net revenues, they are a measure of its continuing capacity to carry out the program of port development which the two states have laid out. It will be the Authority's continuing objective to provide the finest type of transportation and terminal facilities for the use of the people of this great metropolitan area on a self-supporting basis and without recourse to the taxpayer.

"Long as Sun and Moon Endure"

A Loyalist Ode

THOMAS P. HAVILAND

To the pleasant town of Burlington, with its old dream of becoming a great port, and its gentle Quaker heritage, the gathering clouds of colonial disaffection brought the necessity of an active role. In Burlington—the county town, functioning also jointly with Perth Amboy as seat of the provincial government—was organized on June 10, 1776, the Provincial Congress of New Jersey with Samuel Tucker as president. Here, a week later, after temporizing and refusing parole, Governor William Franklin was placed under guard before being sent for restraint to Governor Trumbull in Connecticut.

And to Burlington's jail, as to those of other county capitals, history informs us, "were committed disaffected Tories, not only those who openly bore arms, but those who secretly aided and abetted the King's troops . . . During the months of June and July, 1776, the Provincial Congress acted with dispatch, arrests being made not only by local committees, but by commissioned militia officers."[1] Among those held in June were a group of officers of the British army. These gentlemen on the occasion of their sovereign's birthday, the fourth of that month, sublimely confident of ultimate victory, celebrated by singing an original ode, composed for the occasion and ending with the optimistic stanza:

> Long as the Sun & Moon endure
> Britain's Throne Shall Stand Secure
> And great George's royal line
> There in Splendid honour Shine.

And stand it has, of course. Yet the speedy victory over the rude colonial militia which the King's men had every right to

THE AUTHOR, a native of Atlantic City, is associate professor of English, University of Pennsylvania. Other articles by him have appeared in the *Pennsylvania Magazine of History and Biography.*

[1]Francis B. Lee, *New Jersey as a Colony and as a State* (New York, 1902), II, 116.

expect, was not to be. If news of Sir William Howe's retreat from Boston on June 28 caused them some temporary qualms, his landing of thirty thousand British troops on August 22 to dislodge Washington's forces from the heights of Brooklyn, and the arrival of his forces at Burlington itself in December served to justify their assurance of final victory.

The ode is achieved with something of that grace which not infrequently marked the British officer in the colonies. (One recalls that Gentleman Johnny Burgoyne acquitted himself rather better with his pen than with his sword during his short stay among us.) It is preserved in a manuscript copy made by that history-conscious little Swiss, Pierre Du Simitiere, during his residence in nearby Philadelphia. Occupying one side of a single long sheet of paper, in his beautiful copperplate hand,[2] it offers no hint as to the identity of its authors; nor is there any indication of the tune to which it was sung.

ODE

On the King's birthday Jun 4th 1776
Sung by Some Gentlemen of the English army
prisoners at Burlington

In Brittania's happy Land
Rul'd by George's mild Command,
On this bright auspicious day
loyal hearts this tribute pay:

Chos. Devoted ever be to mirth
the day that gave our nation birth

II

There the thundering cannon's roar
Echoes round from Shore to Shore;
royal banners wave on high
drums & trumpets rend the Sky.

Devoted &c

[2]Among his other attainments, Simitiere was an artist and engraver, acting for a short while as instructor to Thomas Jefferson's daughter.

III

there our comrades clad in arms,
long inur'd to war's alarms
marshall'd all in bright array
welcome this returning day
Devoted &c

IV

there the temples chime their bells
there the pealing anthem Swells,
And the gay, the grateful throng
Sing the loud triumphant Song
Devoted &c

V

nor to britain's Isle confin'd
many distant regions join'd
under George's happy Sway
join to hail the gladsome Day
Devoted &c

VI

here must we lament to find
Sons of britain fierce & blind,
drawn from loyal love astray
hail no more with joy this day
Devoted &c

VII

When by Savage foes dismay'd
thankless sons ye call'd for aid,
then we gladly fought and bled
and your foes in triumph led
Devoted &c

VIII

Now by Fortune's blind command
captives in your hostile land,
to this spot we lonely Stray
unobserved to hail the day
Devoted &c

IX

though by fortune thus betray'd
for awhile we Seek the Shade,
Still our loyal hearts are free
Still devoted George to thee
Devoted &c

X

Britain Empress of the main
fortune envies thee in vain
Safe While Oceans round thee flow
though warring world of foe
Devoted &c

XI

Long as Sun & moon endure
Britain's Throne Shall Stand Secure
And great Georges royal line
there in Splendid honour Shine
Devoted &c[3]

Alas for the hopes of those "Gentlemen of the English army"! Just three days after their little birthday celebration, Richard Henry Lee offered his motion in the Continental Congress: " . . . that these United Colonies are, and of right ought to be, free and independent States; that they are absolved from all allegiance to the British Crown; and that all political connection between them and the State of Great Britain is, and ought to be, totally dissolved." And, after a succession of Continental failures in December, Washington's magnificent thrust at Princeton and Trenton brought a precipitate retreat of the Royal forces from Burlington, with the loss of their cannon and baggage, to find consummation after dark days in the clear vision and unswerving devotion of this one stout provincial leader.

[3]Number 123 in the Du Simitiere Scrap Volume of the Library Company of Philadelphia, presently deposited with the Free Library of Philadelphia. Capitalization and punctuation have not been altered.

Early Campaigns in North Carolina

The Diary of Private Edmund J. Cleveland, Company K, 9th New Jersey Volunteers

EDITED BY EDMUND J. CLEVELAND, JR.

[*Concluded from page* 141]

WEDNESDAY, MARCH 9, 1864

Last night Sergt. Wright asked me if I would be willing to stand guard in place of Ewing. I complied. This is rather different employment from that of the past few days.

This morning I accompanied a squad of Co. K down town and secured my rifle and accoutrements.

There is a darkey in the barracks. He was with Co. B and goes with them again. He is a great dancer and amuses the boys by the hour.

I should like to go to Elizabeth tonight. There is a very strict guard but it is impossible to keep the boys in camp.

THURSDAY, MARCH 10, 1864

This morning I procured a pass for Peer and myself. We went down town but I made few purchases as I am scant of "spondulicks."

A number of ladies have been in camp visiting their soldiers friends. I have thought of taking a "French."

FRIDAY, MARCH 11, 1864

Kaiser, Purcell and I procured a pass and strolled around. In

This installment completes the portions of the Civil War diary of Edmund J. Cleveland to appear in this magazine. The manuscript of the remainder, "The Late Campaigns in North Carolina," has been deposited with the New Jersey Historical Society.

The editor of the diaries wishes to thank Mr. William A. Ellis and Mr. Donald A. Sinclair, former and present editors of the PROCEEDINGS, for publishing the diaries in their present form; Mrs. Maud H. Greene, librarian of the New Jersey Historical Society, for distributing copies of the various numbers; Dr. Douglas Southall Freeman, and Col. Bryan Conrad of the Virginia Conservation Commission, for valuable help and suggestions, especially in matters of military topography; Miss Mary Thornton, in charge of the North Carolina Collection of the Library of the University of North Carolina, for the loan of volumes containing authoritative accounts of military operations; Mr. Ralph Happel, historian of the National Park Service, who conducted the editor on an illuminating tour over the area of the Siege of Petersburg; and finally Miss Anna V. Thelen who typed the entire manuscript.

the course of our wanderings we went out to the State Prison. I saw Gromline Van Houten. After some conversation with him, he asked one of the keepers to take us over the place. The prison is quite full and the prisoners were busy at their various employments. We visited the bake house, butcher shop, kitchen, wash room and library. The librarian is a doctor who is confined on a charge of poisoning.

I still have thoughts of taking a "French."

SATURDAY, MARCH 12, 1864

I hear that we have enough recruits to fill up the regiment. They are in a barracks near our camp. It is surrounded by a high board fence with a well-guarded gate. The only way the recruits can see the outer world is by climbing up on the roof.

Last night after I retired George Bryant came to my bunk and awakened me. He asked me if I would go guard, saying that it would exempt me from duty today. To oblige him I consented. My duty was to guard the windows so that no one escaped.

This morning I procured a pass from Sergt. Wright and went down town. When I returned I was informed that I was to go on guard to take the place of Tom McCormick who has been on a "French" for the past one and a half days. I do not think that I shall go on guard tonight to please anybody. One day at a time is enough for me.

If I had any "spondulicks" I would take a "French."

SUNDAY, MARCH 13, 1864. *Elizabeth, N.J. 12:00 P.M.*

When I went to bed last night I was alone in the bunk. When I awoke I found that Peer and Ford had crawled in, one on the one side, the other on the other. A large number of our regiment have "vamoosed."

This morning I borrowed $4 from Corp. Townley. I then proposed to Corp. Stearns that he go to Elizabeth with me. But he declined, doubtless fearing to risk a few bits of "green tape." But he procured a pass from Sergt. Wright for himself and me. We attended the Methodist Church near the depot and heard an excellent sermon.

After Church I tried my best to persuade Corp. Stearns to

accompany me to Elizabeth. On the Canal Bridge we met Sergt. Appleget, Co. A. The corporal walked with me some distance up the tow path and had he been a private he would have stayed with me. I kept on the tow path and I reached Baker's Basin at 2:00 p.m. Then I came on a drummer of our regiment who was also off on a "French."

About half way between Baker's Basin and Princeton I ran into a heavy thunder shower and was completely drenched. I reached Princeton at 4:00 p.m. On the bridge near the depot I met Mr. George Skillman, the house wrecker and father of John Skillman of our company. He walked with me to Princeton—a mile and a quarter from the railroad. We passed the college, a lot of fine stone buildings. In the college park I saw two cannon, a large and small one, stuck in the ground. They were taken from the British at the Battle of Princeton. We passed over a portion of the battlefield.

A number of the students were walking about. They were a gay looking lot of "supes." Clio Hall was trimmed with mourning in respect of one of the members who had died.

We stopped at a tavern where I met Vanderwater of Co. F. He has been lately married and was on a "French" to see his wife. He said that Major Curlis intimated to him that we would leave for Philadelphia at 9:00 a.m. We had several drinks and after talking with the landlord went down town. Here I left my companion and made my way to the depot. The building was lit up with many waiting passengers inside. I had quite a conversation with a depot man who is acquainted with the Princeton boys in our regiment.

I left Princeton on the 8:00 p.m. train and arrived at Elizabeth at 9:30 p.m. I immediately went to M's house and found the folks in bed. In response to my knock, Mrs. W came down stairs in "fatigue uniform" and gave me a reception as though she expected me. M. was joyously surprised to see me and I passed the evening very agreeably with her. I plan to leave Elizabeth on the 8:00 a.m. train.

Monday, March 14, 1864. *Camp Perrine, Trenton, 10: 00 P.M.*

I took the family by surprise. Mother was up-stairs when I came and spied me from the up-stairs window. After breakfast,

I bade the family good bye. At the depot by previous arrangement I met M. on the Philadelphia platform. She wore the "everlasting blue veil" and I "hooked" a piece of it which I shall carefully preserve. We were the only ones in the depot when we made our good byes. As the train left, I was on the rear platform and waved my hand to M. standing in the door of the depot.

We reached Trenton at 9:30 a.m. At every depot along the line, many others of the regiment on a "French" boarded the train, making a large squad. As soon as I reached camp Peer informed me that he had been detailed on guard in my place, but had not yet been called for. I, of course, took my rifle and went on duty. After being relieved tonight, Purcell, Ford and I walked down town and had some drinks.

It is generally thought that we will leave tomorrow. There are still many away on "French furloughs."

TUESDAY, MARCH 15, 1864. *7:30 P.M. In the cars, Perryville, Del.*

We were aroused at 6:30 a.m. Soon after I went on guard with strict orders not to allow anyone to leave camp. I am informed that during the night only four of the nine posts were guarded owing to the guards themselves leaving camp.

We formed line at 8:00 a.m. and boarded the cars at 9:00 a.m. A large number of men and women were present to see us off. All along the route the people waved flags and handkerchiefs, and cheered. We reached Camden at 12:30 p.m. and crossed the river to Philadelphia. Co. K occupied the ladies cabin on the splendid ferryboat. We understood that a sumptuous repast was prepared for us at the "Union Volunteers Refreshment Saloon." Col. Zabriskie refused to take us there although the Lt. Col. tried to persuade him to do so. It seems that when the regiment went through Philadelphia two years ago, the people called the boys a pack of thugs, thieves and other "nice" names. Colonel did not wish to give the people a chance to repeat the performance. He was quite right.

Our march through Philadelphia was quiet with no music. There were plenty of flags along the route.

We arrived at Perryville a half hour ago. While I write the train is being divided into two sections and run on a ferry boat

to cross the Susquehanna. In a few minutes we will be at Havre de Grace, Md. We hope to reach Baltimore tonight. The boys are in jolly spirits, having all kinds of fun. Lt. Townley has remembered us by sending us crackers and cheese from the officers' car.

WEDNESDAY, MARCH 16, 1864. *2:00 P.M. On Board Side Wheel Steamer, "John Tucker" Sailing on Chesapeake Bay*

We reached Baltimore at mid-night yesterday. I was having a good nap before we arrived until I was awakened by Kneller and Klotz (killed in action, Port Walthill Junction, May 6, 1864) getting into a fight.

We formed line and marched two miles to the "Soldiers' Rest." It is a building of four stories. We were quartered on the third floor. No supper was prepared for us so I strolled out and got some eatables at a bakery across the street. Cakes were expensive, nearly twice the price of those in Jersey. I went to bed at 2:00 a.m. and slept soundly.

We were taken for breakfast in another part of the "Rest." There were enough chairs and dishes to accomodate three regiment at a time. But such a meal. It consisted of "salt horse," bread and coffee. I took one mouthful and then retreated to a refreshment saloon and had an oyster stew.

There were a number of wooden pillars, painted black, on which boys of other regiments which had been quartered there, had carved their names. George Bryant and I added our names to the list.

We left the "Rest" at 8:30 a.m. and marched to the wharf where we boarded the steamer "John Tucker." Soon afterward we sailed, passing Federal Hill, with its frowning ramparts, and Fort McHenry on the way out.

At first, I could find no place to unsling my knapsack except on the lower deck among a lot of water casks. In a short time I was chilled through. I then went up stairs and roamed around the "State Room Hall" where the captain was renting rooms to the boys for a $1.00 or 50c a man. I sat on my knapsack in the middle of the hall floor but was there only a few moments when George Bryant informed me that I was wanted in State Room W. Here I gladly lugged my knapsack. George and Will-

iam Townley, the occupants, kindly invited Isaac Henry and myself to sleep on the floor. Ike and I will have lots to room to sleep and think ourselves lucky. Every place is filled up and it is difficult to walk around without stepping on some one.

When we came near the Potapsco River some of the machinery got out of order and we stopped for over an hour. We drifted down past Fort Carroll which is still in course of construction.

7:00 P.M. I have just returned from George Bryant's state room. We had a good game of dominoes. Stearns and I beat him and Jim Green. While we were having a good time, Lt. Townley came in to get a drink from a bottle of cider which he left in the room for safe keeping. After he had refreshed himself he handed the bottle to the boys. Of course, we drained it. I was on the point of throwing the bottle away when a bright idea struck George Bryant. We have often heard of sealed bottles being washed up on shore from the sea making strange disclosures. George scribbled on a piece of paper this message.

ON BOARD U.S. FRIGATE CUMBERLAND,
March 8, 1862

We are expecting the terrible ram, 'Merrimac' every hour to attack us. I shall write this and seal it up in case we should be unfortunate. I will throw it over board and someone may find it. I hope that it will benefit them as I have no relatives.

One quarter of a mile—direct east from Tom Mallet's house and just 20 yards north from a beech tree with a big letter X on it lies all I possess—the sum of $11,000.

SEAMAN THOS. MALIONE

P.S. Mallet's house is an old place on Creek Station Island opposite New Jersey.

He then rolled the paper up carefully, put it in the bottle which he sealed with sealing wax and threw it over board. Maybe we will read something in the N.Y. Herald about this wonderful bottle some days hence. We all had a good laugh at the idea.

Grant has relieved Halleck in the command of the U.S. Armies. There has been a call for 200,000 more troops. I think that this will necessitate a draft.

We are sailing fast on Chesapeake Bay and will likely reach Fortress Monroe by morning.

SMALL & SUNDRY

No cider

Quakers were among those early concerned with the evil of intemperance. Here, in a Monmouth County farmer's letter of 1822, is reflected their growing interest in the problem. Common practice at harvest time, apparently, was to supply the field-hands with free liquor to cheer the occasion. With such bounty at hand, the latter sometimes overindulged. Indeed for the "week" ones, even cider proved too strong a potion.

" . . . I may say we have gotten in our harvest pretty well without a man being the least intoxicated that I know of, though our cider was not so sweet as we expected it would have been. But we did not get Wm Elliott to help harvest and I hope we never may get such week creatures to help us at such times, unless we should drop even the free use of cider in our fields. Some of our neighbours are before us in the reformation, for such I think it right to term it, in respect to lessning the use of strong liquors, and one or two are added to the class of reformers that I had not heard of before, till Thos Steward told me in time of this last harvest that had only sweetning and not cider in their fields. I was indeed glad to hear it, and thought if I lived till another hearvest I would do my part toward dissuading letting cider come into our fields except at luncheon times; I had rather it should be more out of my pocket to find sweet drink, than to carry cider wherewith some might get drunken, though the cider might not cost us half so much. My friend Abm Tilton told me that he had tried the use of cider, but thought there was not much difference between that and spirits . . . "—Andrew C. Ridgway to Theodosia Craig, July 13, 1822, in John Ridgway papers, Rutgers University Library.

Strained interlude

The inexorable processes of assimilation, despite their final rewards, have wrought bewilderment in many an immigrant home. With them sometimes has come misunderstanding between old-country parents and their American-born children. The condition is described with particular understanding in a Trenton newspaper of 1903:

"The local Italian colony, which numbers nearly 5,000 persons, is excited over the reported conference of a number of Italian young ladies who are rebelling against the custom of courtship and marriage of the old country being grafted to their lives in this country, where conditions are entirely different.

"The main reason of the protest is that the American girls are getting the choice of the best of the Italian young men for husbands, and the Italian girls whose minds have been as ambitious as their hearts find that the condition of affairs is greatly to their detriment.

"A score of young Italians who have been earning good wages, during the past few years have been

led into matrimony with American girls of good families and reports say these couples are living happily.

"The young Italians who have married these American girls were also up in arms against the method of courtship of their fathers and mothers. They found that the old family style was too slow. They wanted to fall in love before marriage and not take the chance after the knot was tied.

"The cause of the whole trouble is the protection which the humblest Italian family throws about the young girl, who may be expected to be looking marriageward. Courtship as known to Americans is not permitted in Italian homes. If a young man should make the general and common advances to an Italian girl which seem to go unquestioned in good American families he would very likely carry with him a mark made by a piece of steel as a reminder of his lack of interest in Italian etiquette, with the father or brother of the girl responsible for the marking.

"Italian girls marry at a very early age, and their husbands are often many years their senior. If a young Italian thinks that he likes a girl and that she would make him a good wife he calls his own parents' attention to the throbbings of his heart, and while many of the parents, most of them being poor, protest against an earning element of the family doubling his expenses, permission is finally given. Then the parents of the young man set out to acquaint the family of the girl about the young man's intentions, and if the girl's parents consent it is about the same as if the marriage was filed regularly up at the state house.

"There have been many marriages in this city where the bride was betrothed while still in the old country and never knew that she was loved by some prosperous son of Italy who was a worker in Roeblings or on the road to fortune by his own individual enterprise.

"Many bright Italian boys whose parents came here very poor are now engaged in responsible positions in the factories and mills. They speak English perfectly. Some of these attended the public schools and while there made girl acquaintances, and this gave them the opportunity of enlarging their social sphere. The Italian young men were permitted to call on these girls when they grew to womanhood, and matches were soon made as matches are generally made in this land of the free.

"All this time many a pretty Italian girl has remained in her home waiting for a Prince Charming of her own blood to come along. And all this time she knew that some fine fellow was admiring and getting the admiration of American girls as the man with the handsomest eyes at a progressive euchre, the man with the most graceful step at a dance, and the man who could play the mandolin or violin most exquisitely.

"In many an Italian home have the red lips of daughters grown almost white with anger as they tried to point out to unrelenting parents their lack of social life, the absurdity of allowing a competition

to exist where they had no chance to assert themselves. They have insisted long to obdurate parents that all would be fair enough in the homes across the seas where there was no competition with another custom. They have shouted out across the dinner table that the thing to do in Rome is as Romans do and that in Trenton if they want to marry a man making two or three dollars a day the thing to do is to come pretty nigh the custom of the country, or get left.

"'We love our children,' said an Italian father last night, and while it may seem hard in some cases yet we will adhere to the European custom of protection to girls, which we believe is the best in the long run.'" —*Weekly State Gazette,* December 31, 1903.

Lumbering on the Delaware

"It is on record in the archives of the Delaware Valley that the lumber business in the valley had its beginning in this way: Among the early settlers along the upper Delaware was a man named Daniel Skinner. He had been a sailor. He settled in Wayne county, Pa., near the present village of Damascus, in 1763. In cutting away the pine trees for his clearing he was struck with the idea that if he could get some of them to Philadelphia he could find a ready and profitable market for them as spars. In 1764 he placed a number of them in the river, started them downstream, and followed them in a canoe. The magnitude of the undertaking may be better understood when it is stated that Philadelphia was 200 miles distant, and the valley for really the entire distance was an unbroken wilderness, where hostile Indians still held sway. The character of the river was entirely unknown to the settlers. Skinner piloted his pine timbers for several miles, when one by one they got beyond his control, and he was compelled to relinquish his task. He returned home and made another attempt. This time he lashed a number of the trees securely together, fitted an oar to each end, and, hiring another inhabitant of the settlement to accompany him as front oarsman, he started with his primitive 'down the river.' Nothing was heard of the courageous navigators for weeks, until, one day, they both made their appearance. They had, after many hardships, successfully piloted the raft to Philadelphia, sold it for a good price, and returned on foot through the wilderness. Skinner soon afterward built another raft, much larger than the first, and, aided by a man named Josiah Parks, ran it safely to market. Their success stimulated others to engage in the business, and with the exception, probably, of some seasons during the Revolution, when the Indians and Tories made it dangerous, there has not been a year since then in which rafts have not been run down the Delaware, until the business grew to the enormous proportions it enjoyed ten years ago. Skinner, until the day of his death was known as 'Low High-Admiral of the Delaware,' and Parks became 'Boatswain Parks.' Their descendants have been successful lumbermen and raftmen and are among the leading families of the Delaware

Valley. A daughter of Parks—'Aunt Polly Larkin'—died a few weeks ago at Pease's Eddy, aged 107 years.

"Another incident of early days on the Delaware is always recounted with pleasure by the old inhabitants, and as they vouch for its authenticity it must be true. In 1786 Simeon and Franklin Westfield, of New Jersey, took the contract to furnish the Government with a white pine tree which was to be of extraordinary size, as it was wanted for the mainmast of a war frigate to be built. They were to receive $100 for the 'stick.' They hunted the Delaware Valley from the Neversink to its headquarters, but were unable to find the tree which would answer the specifications of the contract. At last, when they were about to give up the search, they came upon a pine which they believed would suit. It was on an old eminence in Pike county, near the present village of Mast Hope, and three miles from the river at Big Eddy. Upon digging at its root, however, they discovered that the tree ran straight down in the earth, and they succeeded in excavating the lacking ten feet. The tree was felled, hauled to the river, and floated to Philadelphia, and became the mainmast of the frigate Constitution, 'Old Ironsides,' and carried the American colors in all the glorious victories won by the vessel in the war of 1812.

"In the earlier days of lumbering on the Delaware and its tributaries the inhabitants utilized the rafts as a means of transportation for other products of the region. Maple sugar, game, skins and furs were sent to market on rafts. The woods were then filled with game of all kinds, and mink, otter, and even beaver, were numerous in the streams. It was not an uncommon thing to see large board rafts piled full of deer, bear and other game, consigned to Philadelphia and intermediate markets. The foundation of the fortunes of more than one family now prominent in the valley were laid by such trading as that. In 1837 times were very hard in the upper valley. That was the year of the great panic, and lumber not only did not command price enough to cover its cost, but it was difficult to obtain pay for what was sold. The crops were extremely short, to add to the distress. It happened, however, that beech nuts were unusually abundant that season. Sullivan and Wayne counties possessed dense beech forests, as well as pine and hemlock. The great crop of beechnuts attracted millions of wild pigeons to the 'beech.' 'To say there was millions of them,' says an old lumberman in recalling the events, 'does not get anywhere near the number. Every tree seemed to be loaded, and the ground was littered with branches broken off by their weight. The noise made by their wings and throats was so great that the report of a gun fired in their midst could not be heard a hundred feet away. A person could go anywhere in the beech, sit down blindfolded, fire in any direction, and bring down pigeons at every shot. It was a lucky thing that these birds put in an appearance, for the news of the riots in New York city had reached the lumber region, and the needs of the

people would have forced them to make raids on the surrounding country to secure the necessaries of life. The pigeons turned the attention of the people away from bread riots, and that whole part of the valley turned out in a combined onslaught on the welcome birds. They were shot, clubbed, netted, and killed and captured in every known manner by men, women, and children, and carried away in backloads to all local markets. It happened that a fine rafting freshet was in the river about that time, and pigeons were loaded by thousands on almost every raft that 'pulled out' and run to all points in the valley, where they found a ready and profitable sale. Not a few of the pigeon speculators cleared as high as $1,000 each on every trip, and before Winter set in and drove the birds away there was more money brought back to that region from the sale of pigeons than all the lumber that was sent out that year returned to its owners, and the lumber country was saved. Some of the solid men of Sullivan, Wayne, and Delaware got their start in this pigeon year, all owing to beech-nuts and rafting.'

"When the lumber business was at its height in the Delaware region not less than 10,000 persons were employed as choppers, sawyers, teamsters, and raftsmen, and most of the towns and villages owed their support if not their existence to the industry. Not even one-third of that number are now required to carry on the business, and many settlements are almost deserted. Fortunately the land once occupied by forest is capable of being turned into the finest of grazing farms, and it is being utilized by those who can no longer depend on the lumber business for support." — Milford *Leader,* May 10, 1883.

Sunday curtains, etc.

The New Jersey Pharmaceutical Association has published annually since 1870 the reports of its meetings and of the addresses heard on such occasions. In these are found many reflections of the changing times. Below are a few quotations selected by Professor David L. Cowen from the Association's *Proceedings* for various years:

"Many druggists have dispensed with Sunday curtains, because the public infer that they are designed to cover the sale of Sunday liquors and Sunday cigars."—1879.

"Wednesday evening the Association enjoyed an illustrated lecture . . . entitled 'Around the World in Ninety Minutes.' The views were shown by means of the oxy-hydrogen lantern and were faithful representations of the subjects brought out."—1885.

"In the evening a reception and promenade concert were given in the Exhibit Hall and adjoining rooms [in Paterson] which were brilliantly lighted by electricity."—1887.

"Cigarettes, this curse of our age. How many promising talents *in the young,* how many really bright and accomplished minds *in the riper age* of manhood are narcotized into the depths of lunacy—even death—daily and annually by these fiendish

little devils, the *sale* of which is now something enormous."—1893.

"Telephone messages in some stores are not charged for, the result being that much time must be wasted upon them; in one store that I know half the partner's time is occupied in this way. We invariably charge for them, not so much as a matter of revenue as for protection, our rule being five cents a message if within one block of the store, ten cents if beyond."—1902.

"I deprecate profanity, and on that account I advocate slot machines, simple for their purifying remedial properties. With the old line telephones I have heard more sulphurous invocations in pharmacies than can even be expected in Dante's Inferno. Introduce fireproof, soundproof booths with the pay telephones, and . . . the drug store atmosphere changes to the environment of one of Moody and Sanky's revival meetings."—1910.

"He also spoke of custom growing now in use of paper towels in some stores as the model sanitary towel. He was using these towels at the soda fountain to advantage and had thought some of introducing sanitary paper cups only that the appearance was not up to the old style of a clean glass."—1912.

"The average druggist is afraid to have the patient pay his own telephone toll when calling his physician. There is no good reason why the druggist should put up with this expense, no more than if he is calling the plumber or the butcher. . . . The innovation of the slot machine has given the druggist the opportunity to get rid of this tax."—1914.

"There came upon the market at least a dozen remedies reputed to make their women healthy and robust (mostly bust) and blind people see double."—1914.

"On March 12th, 1914, I installed the individual paper cups and sundae dishes, at my fountain. I believe, up to that time, no drug store in the State of New Jersey had adopted the exclusive use of paper cups."—1916.

"On Wednesday evening dancing was enjoyed to the music of a Jazz band 'imported' from New York."—1918.

"Who would have thought ten years ago that we would today find every woman using a little rouge, even if they are Church people, and lots of women even buying hair nets by the dozen."—1920.

"William Nuecker Littell [of Newark] . . . wished to have an unusual bottle made in which to market a tooth wash of his manufacture. Not being able to find a suitable bottle, he designed one, making a mold for the same from a cake of soap. This bottle, designed in this unique manner, has been, for a number of years past used as the official poison bottle in France."—1933.

DIRECTOR'S DIARY

ALEXANDER J. WALL, JR.

CLOUDLESS skies and the hospitality of five Trenton organizations formed the basic ingredients for the highly successful third annual New Jersey Historical Conference held at the state capital on June 6. Co-sponsored this year by the Trenton Historical Society, the Conference brought together two hundred guests from twenty-eight historical societies and fourteen other New Jersey organizations, who enjoyed a varied program of lectures, workshops, an historical tour, and an evening banquet.

The morning program commenced at 10:30 A.M. following registration at the Soldiers and Sailors War Memorial Building, with a lecture session and two concurrent workshop sessions. Under the chairmanship of Dr. Roscoe L. West, president of the New Jersey State Teachers College at Trenton, the lecture session opened with the Rev. Henry C. Beck, New Jersey folklorist, speaking on "Folklore Interprets the Past," followed by Roger H. McDonough, director of the State Library, whose title was "Public Records; the Raw Materials of History." Meanwhile in a nearby conference room, a panel headed by Mrs. Kathryn B. Greywacz, director of the State Museum, developed the theme, "Exhibition Techniques for the Small Museum," under the auspices of the Museums Council of New Jersey. Other members of the panel were Miss Bernice Jamieson, assistant curator, and Dr. Dorothy Cross, archeologist, of the State Museum, Trenton; Miss Margaret Jardin, director of exhibits, Newark Museum, and Dr. Ernest T. deWald, director of the Art Museum, Princeton University. In the Old Barracks, diagonally across the street, "The Nature and Use of Source Material in American Genealogy" was discussed by Meredith B. Calket, Jr., of the Institute of Genealogical Research, American University, Washington, D.C., under the chairmanship of Henry W. Pilch.

Following luncheon served in the War Memorial dining hall, the afternoon session convened in the Assembly Chamber of the State House. Purvis Brearley, president of the Trenton Historical Society, presided over the meeting, which included talks by Laurence B. Johnson, editor of the New Jersey Education Association, on "A Century of Educational Progress," and John T. Cunningham of the Newark *News* on "Tracking Down New Jersey's Yesterdays." A highlight of the day followed when the guests were divided into groups to visit the State Museum and State Library, both of which featured special exhibitions; the Trent House, which

conducted specially guided tours through the 234-year-old restoration; and the Old Barracks, where refreshments were served during a welcome lull in the day's activities.

An evening banquet at the Hotel Hildebrecht climaxed the day. Following an excellent dinner with tuneful dinner music, Dr. Richard P. McCormick, president of the New Jersey Historical Society, introduced as the speaker of the evening Mr. Kenneth Chorley, president of Colonial Williamsburg, Inc. Mr. Chorley's inspiring remarks on what he believed should be the ultimate purpose of historical interpretation by historical organizations in America were warmly received by an enthusiastic audience.

The New Jersey Historical Society is indebted to the hosts of the day—the Trenton Historical Society, State Museum, State Library, Trent House Association, and the Old Barracks Association — for the warmth of their hospitality, and to Mr. Purvis Brearley and his committees, headed by Mr. R. James Foster, Frederick Banks, Robert Moore, Harold Goldmann, and James Alpaugh, without whose help the conference could not have been held.

Notwithstanding the activities which are always preliminary to the Historical Conference, spring events continued to be held at the Society's building in Newark. April 23 saw a conference on "Teaching New Jersey" at the elementary level of our schools, which was attended by some fifty teachers in public schools of northern New Jersey. Dr. McCormick, president of the Society, welcomed the group and introduced Mr. John T. Cunningham, author of the recent series of articles, "Cavalcade of Counties," appearing in the *Newark Sunday News,* who spoke on sources of information and sights to visit in the state. Professor James Downes, of Newark State Teachers College, opened a panel discussion with the aid of Miss Cecelia Berlin of Avon Avenue School, Newark, Mrs. Dorothy Luhrs of Glen Ridge Junior High School, and Mrs. Grace Eagles of Fairmount School, Chatham. Its success indicates a need for future conferences of this kind which the Society, with the help of Professor Downes and a special committee of the New Jersey Council for the Social Studies, hopes to develop.

The following week, on April 30, your director was guest speaker at the spring meeting of the Ex-Officers Club of the New Jersey Federation of Women's Clubs. The meeting was held in Newark.

The annual meeting of the Woman's Branch of the Society was held May 13. Following a business session and a luncheon, Miss V. Isabel Miller, of the Museum of the City of New York, spoke on "The Story of American Costume." In conjunction with the program, a committee headed by Mrs. James Higgins arranged a special exhibition of costumes from the Society's collections. Eighteen dresses of different periods were shown, along with hats, shoes, parasols, and other accessories. The exhibition was the first of its kind to be held at the Society since the rearrangement of its costume collections by the Woman's Branch last year.

The Society played host to the

Retired Business and Professional Men's Club of Orange when they visited our museum on May 20 and were escorted about the exhibits by Mr. Wiseman. A meeting of the Huguenot Society followed on June 13.

Television has once again entered into our activities, this time on film as one of the twenty-six specially selected programs for syndication throughout the country on local television stations. Mr. Charles Tranum, known to habitues of his former daily program "Manhattan Spotlight," selected this society for the production of a twelve-minute film on early American home life, in which many of the Society's kitchen and household articles were explained and demonstrated by your director.

A worthwhile program for collecting, preserving, and listing printed and manuscript records pertaining to the activities of women throughout the history of New Jersey has been originated by Miss Mary Philbrook. Through her enthusiasm and energy, a committee headed by Mrs. Frederick Frelinghuysen and assisted by Miss Miriam V. Studley and Mrs. Maud H. Greene was organized, to be enlarged gradually to include others prominent in the field. They have the enthusiastic support of this society which will act as headquarters for the committee and will house those records collected and presented by them. The committee, as well as the Society, is eager to hear of the existence of records of any type pertaining to woman suffrage and other important movements associated with women in this state, even if the material cannot be deposited here.

Gifts to the Society's museum have shown a marked increase this year, the number to date having exceeded the total for all of last year. They are too numerous to mention here. Of unusual interest, however, is a gas street lamp and lighter of the type used in Newark and vicinity *circa* 1860, presented by Mr. Robert S. Corbin of Llewellyn Park and the Public Service Electric and Gas Company, which restored it and mounted it on a suitable base for exhibition in the museum. We also received as a gift from Mr. W. Clark Symington a turquoise, pearl, diamond, silver, and gold pendant; a pair of earrings to match; a pink tourmaline and gold brooch; and a mourning cross of black onyx, half pearls, and gold; heirlooms of his family and dating about 1875-80. They are beautiful examples of "Victorian" jewelry.

School group attendance, too, is increasing, a fact which we find encouraging. Over twelve hundred children with their teachers have visited the Society during the school year and all have been given special attention by Mr. Wiseman in the form of demonstrational talks and tours of the galleries. More important, perhaps, than the number of students involved are the enthusiastic comments we have received from many of the classes who have visited us. To quote from a few: "Best-planned museum tour I've had the pleasure to share with my class, and I take my classes on many trips year after year. You are to be congratu-

lated on the arrangement of materials and excellent docentry" (Miss Catherine Varlese of the Roosevelt School, Kearny). "Very interesting. We'll try to visit every year" (Mr. Frank McGrath of the Newark Academy). "A wonderful exhibit. Boys most enthusiastic. Our guide made everything so interesting and was so cordial and co-operative. He has made our visit 'the best ever!'" (Mrs. Victor Diebalt of the Pingry School, Hillside). Mrs. Benjamin Bateman, who conducted Cub Scout Pack 12, Den 1, from Millburn, remarks: "We enjoyed our visit immensely. I'm sure the boys found it most interesting, informative, and stimulating." And so the comments go. They lead to the belief that attendance of this kind will continue to grow.

ELSEWHERE IN THE STATE

With the spring and summer season come plans for tours and historical pilgrimages. A recent survey discloses that at least nine of New Jersey's historical societies plan outings of this type one or more times a year. Several of them were held within the past few months. The Cumberland County Historical Society sponsored a Town and Village Day in Greenwich and Bridgeton on June 6. The tour lasted from 11 A.M. to 5 P.M. and some twenty private homes, churches, schools, and monuments were visited. In conjunction with the tour a folder was printed giving historical information about each of the sites on the tour.

On May 8 and 9 a group of houses and gardens in Short Hills was opened under the auspices of the Short Hills Country Day School. Several of the houses visited are furnished with English, French, and American antiques and all have charming gardens. On the 8th, four houses were also shown by the Summit Garden Club.

Camden County Historical Society also planned a tour for May 23. The emphasis of this tour, however, was on South Jersey industry. A visit to a shipbuilding yard and the Texaco refinery was included.

A Peach Blossom Tea was held by the Atlantic County Historical Society at the home of Mr. and Mrs. George H. Eckhardt, Hammonton, on April 12. The tea was preceded by supervised tours of the peach orchards of Hammonton.

Other tours planned for the summer and fall include a pilgrimage of the Swedesboro and Salem area by the Historical Society of Gloucester City on September 25, a Cape May County Art League tour on July 10, and one planned by the Paramus Historical and Preservation Society for October 17. At its fourth annual meeting on May 22, this society elected Mr. Jared Banta president and, with a membership of over three hundred, voted a gift of one hundred dollars to the old Paramus Reformed Church in Ridgewood, which sponsors the society. Among the projects accomplished during the year was the salvaging, selecting, and transporting of a large collection of farm imple

ments and other relics of the Ackerman family from Saddle River and on April 10 in conjunction with the exhibition of an outstanding collection of shaving mugs belonging to Mr. H. Cannon of Waldwick, two barbershop quartets entertained with old songs and close harmony.

The Kearny Museum and Historical Association has also been active, holding special exhibitions in the Kearny Public Library. Early in the year trophies of the town's early volunteer fire department were exhibited. This was followed by an exhibition of swords from the Revolutionary period through World War II. Included was a Civil War presentation sword borrowed from the New Jersey Historical Society. During March and April a collection of historical pressed glass numbering nearly one hundred pieces, owned by Mrs. Bertel Rassmussen, was displayed. In the form of mugs, platters, flasks, lamps, paperweights, etc., these pieces commemorate personages and incidents in American history.

A one-day display of some rare collections of New Jersey pottery, lighting devices, clocks, and documents was held on June 13 at the John Zabriskie homestead, Wyckoff, New Jersey, in co-operation with the Bergen County Historical Society.

It is good news to hear that the Chatham Historical Society is being reactivated. A meeting was held at the home of Miss Margaret Keisler of Chatham. Mr. Paul Franklin was elected president. Following the organization meeting, a discussion was held on possible future paths of activity, at which your director was invited to speak.

Two restorations are currently being planned, one on the bank of the Saddle River near Paramus and the other in Monmouth County at the deserted village of Allaire. The Demarest Memorial Foundation, Inc., with its president Mr. Hiram B. D. Blauvelt in charge, is undertaking the reconstruction of the old red mill on Red Mill Road near Paramus. Until 1899, when it was torn down, the mill (built in 1745) gave its name to the nearby village, ground grain that supplied Washington's army, was visited by the foremost of the nation's forefathers, including Washington, Lafayette, and General Erskine, as a stopover point in what was then New Bridge road, and later manufactured army blankets for Union soldiers in the Civil War. Its restoration will be made in conjunction with plans of the Bergen County Park Commission.

In the case of Allaire, seven hundred acres of which were deeded in 1944 by the family of Arthur Brisbane for the establishment of the Allaire State Park, Highway Authority Chairman Abbott recently disclosed that official and civic plans are under way for a long-range program to restore the village, a former important iron smelter in the early nineteenth century. It is credited with the manufacture of the cylinder for the *Savannah,* first American steamboat to cross the Atlantic, and the brass engine chamber of Robert Fulton's *Claremont.* Supported by the Monmouth

County Historical Association, the Monmouth County League of Municipalities, and civic and veterans groups, the restoration program which could cost $1,000,000 is planned to be started with a modest appropriation by the state for clearing the area, construtcion of some roads and other minor improvements. Future plans call for the restoration of the old buildings gradually, until all are rehabilitated. The plan is spurred by the fact that the Garden State Parkway will pass within two miles of the location, which would become a picnic and recreation area, with some of the restored houses open to the public and others set aside as museums to house historic records and exhibits.

In Haddonfield, a special committee of the Historical Society there is leading an enthusiastic group to save from demolition the Friends meeting-house, formerly the place of worship of the Hicksite Friends. It is hoped that the building, more than a century old, can be made into a community house to be used by the various civic and cultural groups rather than to give way to a super market.

The East Orange Historical Society at its March 4 meeting displayed its recently discovered rare Luther Bible, published in 1741. The meeting, to mark the ninetieth anniversary of the founding of East Orange, was held in the reception room of the mayor's office in City Hall. Miss Annette Cornell gave an illustrated talk on local historic sites, which followed a business meeting at which it was decided to set aside June 14th each year for acquainting the citizens of the town with the aims and purposes of the society.

Observing the birth date of New Jersey's "fighting parson" Caldwell on April 18, historic Boxwood Hall in Elizabeth displayed material and accounts of his Revolutionary War activities in that area. The exhibit remained on public display for several weeks. During the War for Independence, the house at 1073 Jersey Street was owned by Elias Boudinot, one of America's first statesmen. It is now owned by the state of New Jersey and maintained as an historic site under the supervision of the New Jersey Department of Conservation and Economic Development.

Boudinot was a friend and admirer of the peppery parson and it was in Boxwood Hall that Caldwell's funeral service was held. One of his sons was adopted by Boudinot after the father's death. Parson Caldwell is most often associated in tradition with the famous battle slogan, "Give 'em Watts, boys," uttered as he supplied paper from the Watts hymnals for use after the soldiers had run out of wadding for their guns.

The New Jersey area which once marked the state's strongest dividing line between the North and South was chosen this year for joint observances by descendants of Confederate and Union fighters.

Fort Mott State Park and Finn's Point National Cemetery on the Delaware River about six miles

from Salem provided the setting for memorial observances on Sunday, May 24, by veterans' organizations of New Jersey and Delaware. Members of the two groups number among their ancestors men who fought on opposite sides in the War between the States. The site is appropriate too because more than two thousand Confederates are buried in the Finn's Point Cemetery, started as a burial ground for Southern prisoners-of-war who died in Fort Delaware on nearby Pea Patch Island. The cemetery also includes the graves of Union soldiers and a few from World Wars I and II.

Participating in the services, which began in the afternoon, were the Salem County Fourteenth District, Department of New Jersey, Veterans of Foreign Wars, joined by Commander James Cubbage, Department of Delaware, who was accompanied by his staff, patients from the Veterans Hospital at New Castle, Del., and members of various local service organizations.

Arrangements were under the direction of New Jersey District Commander Hildreth Owens, Quinton, assisted by District Chaplain Sherman Ross, Pennsgrove, and Chairman-of-the-Committee Otto Simberg, Quinton. During the placing of the wreaths a firing squad volleyed a salute, taps were sounded, and a squadron of jet fighters from McGuire Airbase flew over and dipped wings. Speakers and guests included Colonel Robert Myers, commanding officer, McGuire Air Force base, and members of his staff, representatives of the New Jersey National Guard, and Past Department Commander, State of New Jersey, August Hannibal, Jr., of Teaneck.

A junior historian project initiated by the Youth Conservation Committee of the New Jersey State Federation of Women's Clubs has shown splendid results in its first year. Mrs. Robert McKinley, chairman of the committee, reports that clubs throughout the state offered a contest in local history open to sixth, seventh, and eighth-grade pupils, with astonishing results. Responses ran from two or three entries in each locality to as high as eighty-four, and the media of expression included essays, scrapbooks, models, sand-maps, "silent movies," costumes, dressed dolls, plays, and other unusual projects. Many times the entries were made by groups of children co-operating on a single project, while others were the work of individual children. Boys and girls were about equally represented, with some excellent work done by sixth-graders.

Entries for the contest were judged by the clubs and awards were made to the winners. Each winning project was then sent to the district chairman who again had the entries judged and the best three from each of the eleven districts were sent to the state chairman. The thirty-three winning projects were exhibited at the Federation's state convention held in Atlantic City during the week of May 11. Each of the thirty-three children received a certificate of merit bearing the state seal of the Federation.

A meeting to establish the first

junior historian club was held at Perth Amboy in early May and many other clubs are in the process of forming. The junior historian project will be continued as part of the youth conservation program of the Federation during the coming club year.

The Burlington County Historical Society held its annual meeting on May 5 at old St. Mary's Church. Mr. Lewis M. Parker was elected president and Donald F. Cameron, librarian of Rutgers University, spoke on the "Proprietors of West Jersey." Eleven days later the Society, under the guidance of State Foresters J. P. Allen and J. B. MacDonald, took an all-day pilgrimage through the New Jersey Pines, visiting the old glass works, paper mills, etc., hearing of the work which the state Forestry Department is doing in tree development and preservation of the flora and fauna of the Pines.

The Bayonne Historical Society presented a bronze tablet to the Hudson County Park Commission memorializing General Hugh Mercer, of Revolutionary fame, in the naming of Mercer Park, the county park lying at the northern end of Bayonne. The presentation of this tablet took place May 9 at the fiftieth-anniversary celebration of the Hudson County Park Commission which occurred in Lincoln Park, Jersey City. Mr. William S. Donnelly is president of the Society.

"Early Arts and Crafts of New Jersey," a special exhibition of furniture, pewter, and samplers dating from 1695 to 1840, was held in the exhibits-galleries of the State Museum at Trenton, from April 19 through June 14, 1953. The exhibition was composed of 121 items lent by historical societies, universities, private collectors, and descendants of the original owners.

An outstanding collection of furniture was exhibited, all made in New Jersey with particular New Jersey significance. Several were labeled pieces, or marked with makers' names and places of business. The oldest of these was a Jacobean armchair with the date 1695 and the maker's and his wife's initials (for Robert and Janet Rhea) carved into the design. This cabinetmaker worked near Freehold in the late seventeenth and early eighteenth centuries, and the chair, which is the earliest known signed and dated chair made in New Jersey and possibly in the entire United States, is the property of the Monmouth County Historical Association.

An unusually fine Hepplewhite-style sideboard, *circa* 1795, and a Hepplewhite-style Pembroke table, formerly owned by Governor Mahlon Dickerson, illustrated the Essex and Middlesex counties school of cabinetmaking. Both of these pieces were lent by the New Jersey Historical Society.

A collection of twenty-eight samplers was shown through the exhibit; the earliest is dated 1675, and latest 1835. The samplers showed a wide variety of style, decorative motifs, and delightful verses.

Examples of New Jersey pewter are rare. However, several pieces by William J. Elsworth, William Will, and Francis Bassett II, all pewterers who are thought to have

worked in New Jersey for a time, were shown. These were lent by Ledlie I. Laughlin of Princeton, well-known collector of pewter and author of the recently published two-volume work, *Pewter in America.*

Historical organizations, in addition to the New Jersey and the Monmouth County societies, which lent material for the State Museum exhibit were: the Salem County Historical Society, the Historical Society of Pennsylvania, the Old Barracks Association, the Berrien Mansion at Rocky Hill, the Wallace House at Somerville, and the Trent House Association.

A companion exhibition, "Furniture, Costume and Textiles," composed of fifty-nine original watercolors from the Index of American Design, was displayed in the main hall of the State Museum from May 21 and will be continued through July 7. This exhibit is being presented under the auspices of the National Gallery of Art, Smithsonian Institution, Washington, D.C. Both of these exhibitions were planned so that they would be on display for the New Jersey Historical Conference.

The annual meeting of the Museums Council of New Jersey was held on April 17 at "Glenmont," Llewellyn Park, home of Thomas Alva Edison. Attended by representatives of the Edison Foundaiton (hosts for the day), the Hopewell Museum, Monmouth County Historical Association, Montclair Art Museum, New Jersey Historical Society, Princeton Art Museum, the State Museum, and the Newark Museum, the meeting included in its agenda a luncheon, a business meeting with committee reports, and an open meeting which Mr. Clyde Weinhold, assistant to the director, Division of Adult Education of the state Department of Education, spoke on "The Role of Community and State Organizations in Helping to Realize the Goals of Adult Education." About fifty visitors from historical societies and museums heard Mr. Weinhold's talk and were entertained at tea and a tour of the Edison home and museum.

The Cape May County Historical and Genealogical Society reports that a re-enactment of the arrival of the mail to the first Cape May Court House postmaster in 1803 was staged on January 5 in observance of the 150th anniversary of the county-seat post office. Raymond M. Burke as the stage driver, with Dewey Harris of Cape May, drove up to the old courthouse in a red stagecoach of the nineteenth century. Passengers dressed in costumes of the period were Mr. and Mrs. Henry Spaulding as King Nummy and his squaw Sunflower; Col. E. O. Howell, Court House postmaster and chairman of the program sponsored by the Chamber of Commerce, as the Washington delegate; and Mrs. Thomas J. Wright and Preston Fisher, post office employees. Karl Dickinson, custodian of the historical museum, was cast as Postmaster Hand. The re-enactment made use of the original desk of the first postmaster, which is owned by the museum. Frank S. Lloyd, president of the Historical Society, greeted visitors at the mu-

seum where stamp collections and old photos of Cape May Court House were exhibited.

A set of nine post cards of historical views of early Montclair, as conceived by Rowland C. Ellis, and reissued by the Montclair Public Library, are now on sale at a cost of two for five cents. The wood blocks were originally commissioned by the Montclair Trust Company for use several decades ago and were later given to the library for its local history file. Now offered as one phase of the library's continuing effort to preserve and popularize local history, the scenes include sketches of the first house built there, the first school, the first church, first store, oldest house still standing, the early sawmill, cider mill and tannery, and the old Morris Canal. The library has been active for several years in collecting early photos and illustrations of Montclair life.

WORKS IN PROGRESS

Mr. Perry Leib of Montclair State Teachers College has prepared as his master's thesis an account of "The Influence of Abraham Clark on the Founding of the Republic."

Mr. George H. Danforth, 943 Lexington Avenue, New York City, has completed as his doctoral dissertation at Columbia University a biography of William Alexander, Lord Stirling.

Ernest R. Dalton, chairman of the Division of Social Science at Centenary Junior College, Hackettstown, is at work on a history of Hackettstown.

SPEAKING OF GIFT HORSES

The Society recently was fortunate in being able to acquire a run of the magazine *Antiques,* so that it now has a complete set from 1927 to date. We are eager, however, to add any prior issues. We should also greatly appreciate receiving as a gift a copy of James P. Snell's *History of Hunterdon and Somerset Counties,* as the Society's copy has been worn beyond repair.

The Society's library has always been an active collector of all volumes printed in New Jersey prior to 1850. Mrs. Greene, our librarian, would welcome hearing of anyone wishing to dispose of volumes in this category by gift.

To aid in a special research project, our librarian would also be happy to learn of the existence of any diaries or other papers commenting on events of the day, written by prominent Newark people, which cover the year 1857. Even if the material cannot be destined for the Society, the privilege of its perusal will be appreciated.

NEW JERSEY IN PRINT

MIRIAM V. STUDLEY

Books and pamphlets currently received deal more often with the problems of our industrial age than with records of the distant past. Still, when and if the New Jersey History Committee undertakes a supplement for the *Outline History of New Jersey,* the publications listed below will reveal the life of mid-twentieth-century New Jersey.

One important pamphlet has been singled out for review. The reviewer is James E. Downes, associate professor of social sciences at Newark State Teachers College. Mr. Downes is chairman of a special committee of the New Jersey Council for the Social Sciences to further co-operation with the New Jersey Historical Society.

The review of Joseph T. Karcher's *Municipal History of the Township of Sayreville* will appear in a later issue. It is planned to review also Father Leroy E. McWilliams' autobiography, *Parish Priest.*

REVIEWS

An Early Experiment in Adult Education; a study of the Rutgers University Department of Extension, 1891-1903. By Norman C. Miller and David Lilien.* New Brunswick: Rutgers University Press, 1953. 40 pages. Bibliography; illustrations.

College courses given "in extension" or "off campus" are so commonplace today that it is difficult to realize they are a relatively new development in American education. Rutgers University's present far-flung and highly successful extension service, including University College and University Extension, dates back less than a third of a century. Yet Rutgers was one of the first—if not the very first—American college to offer extension courses; it launched in January, 1892, an extension service that flourished for eight years, then suspended it, for reasons the present authors do not give, for some twenty-five years.

This booklet is the story of that early Rutgers extension service. Inspired by the successful example of the Philadelphia Society for Extension of University Teaching, which began its activity in 1890 stimulated by the work English univer-

*The authors are, respectively, the dean of University College and University Extension, and assistant professor of English, University College, Rutgers University.

sities had been doing for some time, Dr. Austin Scott, president of Rutgers from 1891 to 1905, made university extension a keynote of his inaugural address and in October, 1891, secured authorization from the Rutgers Board of Trustees to undertake the experiment. The actual organization of the program was placed in the energetic hands of Dr. Louis Bevier, professor of modern languages and later dean of the college.

The first extension courses were launched by Rutgers in January, 1892, at five centers: New Brunswick, Freehold, Somerville, East Millstone, and Paterson. The peak year was 1894-95 when fifteen courses were given in ten centers, with a total attendance of 11,746. Three years later there were but four centers and in the last year only two—and these, interestingly, were in places that had not had classes in the successful years: Dover and Metuchen. In the eight years courses were offered, over fifty thousand persons benefitted from attendance in forty-five different places, scattered all over the state, from Mullica Hill to Newton and from Allaire to Haddonfield.

This study gives no definite explanation for the stoppage of what apparently had been a very successful venture. The authors speculate that the end came because of difficulty in securing lecturers. Although they offer no substantiation for this hypothesis, it would seem to be supported by internal evidence. The same lecturers appear year after year; they were among the older members of the college faculty when the experiment began; and it must be recognized that travel was not easy sixty years ago, even for younger men, to places as far from New Brunswick as Allaire, Newton, and Mullica Hill, places not even now covered by Rutgers extension classes. It is possible also that it was the keen personal interest in the program on the part of the lecturers, most of whom were outstanding men in their fields, together with the enthusiasm of President Scott and Professor Bevier, that kept the program going; and that when they died or were transferred to other duties, equally interested successors were not readily available. Whatever the reasons, it is ironical that this early Rutgers contribution to education failed at the very time that Columbia, New York, Pennsylvania, and Penn State universities were launching their own successful and continuing programs in university extension and that nearly a quarter of a century was to elapse before Rutgers re-entered the field.

Responsibility for organizing the various centers was accepted by local university extension societies, which underwrote the expenses and sold subscriptions. Rutgers bore the administrative expenses and supplied the instructors, who were reimbursed from the funds raised locally. Perhaps this attempt to evade any financial risks by the college also explains in part why the venture had to be suspended. Each course consisted of a one-hour lecture followed by an hour of "recitation." The instructors were constantly noting in their records the

reluctance of the students, particularly the ladies, to "recite" in the presence of large numbers. (Many of the courses had as many as four hundred in attendance, and reluctance to "recite" under these circumstances is understandable.) Written work was assigned and an examination was given at the end of every course. Each student who met the minimum attendance requirements, did the minimum written work, and passed the examination was given a certificate by the college.

Readers may be able to help the authors of this study in a problem of historical verification. In an appendix they note an account given in W. Woodford Clayton's *History of Union and Middlesex Counties, New Jersey* (beginning on page 764) of the establishment of an "off campus" center by Rutgers in 1830 at Spotswood, to give students an opportunity to get part of their college education while living at home, taking their last year at New Brunswick. The authors give a long quotation from Clayton, describing this Spotswood center, which closes with this sentence: "The first and only class prepared here finished in 1834 . . . after which the Spottswood branch was discontinued . . ." They then comment: "This report is of peculiar historical interest. Here, it would seem, is the forerunner of the community colleges which blossomed after World War II to accommodate the veterans. An exhaustive investigation of all pertinent records, however, has failed to uncover the slightest corroborative evidence of the existence of a Spottswood branch of the college . . . However, the Spottswood branch cannot easily be dismissed as an error in historical reporting. It is not likely that such a detailed account should be entirely a figment of the historian's imagination." Can anyone help? If so, please write the authors.

While brief, *An Early Experiment in Adult Education* is a valuable addition to Jerseyana. Besides the interesting narrative itself, the pamphlet contains reproductions of many important records. The authors and Rutgers University Press deserve the thanks of all interested in New Jersey history, in the development of education in the state, and in Rutgers for making this record available.—JAMES E. DOWNES, *New Jersey State Teachers College at Newark.*

BOOKS AND PAMPHLETS

The Aging in New Jersey, Background Statistics. (Trenton: Division of Statistics and Research, New Jersey Department of Institutions and Agencies, 1953. 22 pages.)

Apportionment Legislation in New Jersey. BY STANLEY H. FRIEDELBAUM. (1953. Pages 262-77.) Reprint from the October, 1952, PROCEEDINGS.

Case Studies in Union-University Workers' Education in Three States. BY HERMAN ERICKSON, JOHN J. GLYNN, IRVINE L. H. KERRISON. (New Brunswick, N.J.:

Institute of Management and Labor Relations, Rutgers University, 1952. 34 pages.)

Ciba Builds to Serve. (New York: Ciba Company, Inc., 1953. 63 pages.) Organized 1859 in Switzerland, Ciba, producer of dyestuffs, pharmaceuticals, and plastics, has a laboratory at Summit (since 1937) and a manufacturing plant at Toms River, begun in 1949. Attractive and well-printed book, with excellent illustrations.

The Delaware River Ports, Their Economic and Military Importance to the Nation. By the Greater Philadelphia-South Jersey Council. (Philadelphia, 1952. 22 pages.)

Descendants of Col. John Little, Esq., of Shrewsbury Township, Monmouth County, New Jersey. By Donald C. Little. (1951. 123 pages.)

Directory of Social Welfare Institutions and Agencies. (Trenton: New Jersey Department of Institutions and Agencies, 1952.) State-wide list, public and private agencies. The Department's Publication 55, price one dollar.

Early Paper Making in Trenton, New Jersey. By George C. Rockefeller. (Privately Printed, 1953. 11 pages.) A reprint from the January, 1953, Proceedings.

Eighty Years of History of St. John's Evangelical Lutheran Church . . . West New York, N.J. Compiled by Erwin Muller. (West New York, N.J., 1951. 48 pages, including 24 pages of business notices, etc.) Illustrated.

Employment of Women as School Crossing Guards. By the Bureau of Municipal Research. (Newark, 1953. 8 pages.) Based on experience of fifteen cities, five in New Jersey.

Fifteenth Anniversary, the Schoolmen's Club, Newark, New Jersey, Organized December 1902. (Newark, 1953. 40 pages.) This small pamphlet includes "Highlights of Education in Newark during Three Decades" by John S. Herron; "My School Days in the Old Stone School House" by Dr. William R. Ward; "And Leads the Growing Mind" by Laurence B. Johnson, a history of teaching and of the State Teachers' Association (now New Jersey Education Association); and "Newark's Bronze Pages of History" by Max J. Herzberg, an account of the thirty bronze memorial tablets erected by the Schoolmen's Club.

Financial Review, a Guidebook to Newark Municipal Finance. (Newark: Bureau of Municipal Research, 1953. 42 pages.)

Future Financing of the Port of New York Authority, an Address . . . before the Municipal Forum of New York. By Austin J. Tobin. (New York: Municipal Forum, 1952. 14 pages.)

Garden State Parkway, 1952 Year of Decision. (Trenton: New Jersey Highway Authority, 1953. 20 pages.) First annual report.

The Glen Rock Plan, a Comprehensive Guide for Continuous Action Designed to Maintain and Increase Basic Social and Economic Values. Prepared by Scott Bagly and Weaver Pangburn. (Mont-

clair, N.J., 1952. 72 pages.) Includes ten pages on history and surrounding communities.

An Historic Spot in Bernardsville, N.J.: the Bernardsville Library. (Bernardsville: Bernards Library Association, 1953? 5-page folder.)

History of the Kingston Presbyterian Church, Kingston, New Jersey. Revised . . . for the Hundredth Anniversary of the Church Building, 1852-1952. By Edward Van Dyke Wight. (Kingston, 1953. 59 pages.) Illustrated.

Know Your County: Monmouth. Prepared and Published by the League of Women Voters, Red Bank Region. (Asbury Park, N.J., 1953. 58 pages.) Has amusing and effective cartoon illustrations.

Know Your Town: Metuchen, N.J. By the League of Women Voters of Metuchen. (Me tuchen, 1953. 24 pages.)

1953 State Date Book: There's Always Something to Do or See in New Jersey. (Trenton: State Promotion Section, New Jersey Department of Conservation and Economic Development, 1953. 42 pages.)

Parking in the Newark Central Business District, 1951. By the Bureau of Municipal Research. (Newark, N.J., 1952. 44 pages and appendix.)

Port of New York Authority Facilities. (New York: Port of New York Authority, 1953. Unpaged.) Brief history, pictures, descriptions, maps, and statistics in pocket leaflet.

Probation and Social Adjustment. By Jay Rumney and Joseph P. Murphy. (New Brunswick, N.J.: Published by Rutgers University Press, for Essex County Probation Office, 1952. 285 pages.) A three-year study under a grant from the Davella Mills Foundation and with the close association of Judge Richard Hartshorne. Mr. Rumney is professor of sociology in the Newark College of Rutgers University, Mr. Murphy is chief probation officer of Essex County.

A Reeves Genealogy: The Reves Family, ..the Descendants of Walter Reeves of Burlington County, New ..Jersey, through His Eldest Son John. By Haviland F. Reves. (Detroit, Mich.: Reves Associates, 1951. 409 pages.)

A State Wide "Better Breakfast Week" Program Sponsored by the Medical Society of New Jersey, October 19-25, 1952. Newark: Medical Society of New Jersey, 1953. 121 pages.) Detailed record of the campaign furnishes an excellent pattern for organizations which wish to develop community co-operation for similar causes.

Statistics on New Industrial Location in the New York Metropolitan Region, 1946 through 1950. By the Regional Plan Association, Inc. (New York, 1952. 23 pages.) Supplement to Regional Plan Bulletin 80. Price $5.00.

Stout and Allied Families. Volume 1. By Herald F. Stout. (Dayton, Ohio, 1951. 813 pages plus index.) First 501 pages cover the difficult genealogy of Richard Stout, Middletown (N.J.) settler. Too many omissions (e.g. fre-

quently month and day of dates) for brevity's sake, and for lack of adequate research.

Summary of Activities of the New Jersey Department of Labor and Industry, July 1, 1951-June 30, 1952. Prepared by the Bureau of Statistics and Records, Division of Labor. (Trenton: New Jersey Department of Labor and Industry, 1952. 110 pages, plus charts, tables.) More than a routine annual report, presents organization, function, and responsibilities of divisions and bureaus, and some historical background. Many statistical tables on industry employment, cost of living, industrial accidents, migrant labor, mediation, etc.

Wilkins Inn. By J. A. Ernest Zimmermann and Mabel O. Zimmermann. (Woodbury, N.J.: The Constitution Company, 1953. 27 pages.) Built by Thomas Wilkins as early as 1736, this Woodbury inn still stands—albeit architecturally changed—as Hotel Paul. A rambling narrative, with illustrations.

THE PERIODICAL PRESS

It is a rewarding experience to examine each month the numerous articles written on New Jersey subjects in magazines of all types. This writer is struck with the many intriguing fields beckoning the student of New Jersey history to further exploration. A rapid survey of titles of the articles listed below suggests subjects for two important books and at least ten historical studies possibly suitable for publication in the Proceedings. We commend them to the attention of students, teachers, and those scholarly amateurs who love the pursuit of knowledge.

RECORDS OF THE PAST

"Activity is the Keynote of the Woman's Club of Orange," by Kathleen Somers, in *Suburban Life,* May 1953, pp. 13-15. Fourth woman's club to be founded in the United States.

"Analysis of Northern Indiana's Population in 1850," by Elfrieda Lang, in *Indiana Magazine of History,* March 1953, pp. 17-60. Statistical tables give number of Jersey-born free inhabitants in twenty-one northern Indiana counties; also Jersey-born Negroes.

"Ciba Pharmaceuticals of Summit," in *Suburban Life,* April 1953, pp. 14-16. Founded in Basle, Switzerland, one hundred years ago, Ciba came to Summit in 1917.

"The Colonization of Free Negroes, in Liberia, 1816-1835," by Charles I. Foster, in *Journal of Negro History,* January 1953, pp. 41-66. By the American Society for Colonizing the Free People of Color of the United States, organized in 1816 by the Reverend Robert Finley of Basking Ridge.

"Delaware and Related Horizons in New Jersey," by Dorothy Cross, in Archeological Society of New Jersey *Bulletin,* May 1953, pp. 7-11. Study of pottery types in the Delaware Valley.

"Dutch Kas Typical of Early Settlers," in *De Halve Maen,* April 1953, p. 12. Matthew Egerton's account books tell of his New Brunswick-made kases, made for customers as far distant as Albany.

"Dutch Systems of Family Naming: New York and New Jersey," by Rosalie Fellows Bailey, in *National Genealogical Society Quarterly,* March 1953, pp. 1-11. Continued.

"1853-1953, 100 Years of Service," in *Suburban Life,* May 1953, p. 16. Weatherhead Funeral Service in Orange, founded by Theodore Condit.

"Elizabeth, Union County, First English Settlement in N.J.," by Herbert J. Pascoe, in *New Jersey County Government,* March 1953, p. 11.

"Extending Civil Rights in New Jersey through the Division against Discrimination," by Marion Thompson Wright, in *Journal of Negro History,* January 1953, pp. 91-107. Includes "Historical Highlights" back to 1776.

"A Fish Story," in *Bulletin* of the Passaic County Historical Society, February 1953, p. 71. Capture of a sturgeon at Passaic Falls in 1817.

"A Forgotten Investment of John Paul Jones," by William Bell Clark, in *Pennsylvania Magazine of History and Biography,* April 1953, pp. 156-63. His purchase of three hundred shares in the Indiana Company, from William Trent of Burlington Co., N.J., the deed for which was recorded in Philadelphia, 1783.

"Godwin Hotel, Otherwise Known as Passaic Hotel, in Totowa, 1774-1882," in *Bulletin* of the Passaic County Historical Society, February 1953, pp. 69-70.

"The Grape-Juice Story," by Don Wharton, in *Reader's Digest,* July 1953, pp. 137-40, condensed from *Advertising Agency and Advertising & Selling,* March 1953. Today's $26,000,000 grape-juice industry began 1869 in the Vineland (N.J.) kitchen of Dr. Thomas B. Welch. Continued by his son Charles Welch, the business outgrew the local grape supply and removed about 1894 to New York State.

"A History in the Making of the Woman's Club of Upper Montclair," by Gertrude M. Platt, in *Suburban Life,* April 1953, pp. 11-13.

"I Remember the Mennen Company," by Jabot Manheimer, in *Suburban Life,* May 1953, pp. 32-33. Producer of essential oils and perfume reminisces of founding of Mennen Company in a Newark drugstore opened over seventy years ago.

"The Journal of Baron Von Closen," by Evelyn M. Acomb, in *William and Mary Quarterly,* April 1953, pp. 196-236. Observations of American life by a young aide-de-camp of Count Rochambeau. Excerpts quoted describe a journey from Whippany to Trenton.

"The Journal of Gilbert Tennent Snowden," edited by J. Albert Robbins, in *Princeton University Library Chronicle,* Winter 1953, pp. 72-90. Extends from September 21, 1783, to February 24,

1784, while Snowden was a student at the "college of Nassau Hall."

"A Landmark in American Intellectual History: Samuel Miller's *Brief Retrospect of the Eighteenth Century,*" by Gilbert Chinard, in *Princeton University Library Chronicle,* Winter 1953, pp. 55-71. The Reverend Samuel Miller was a trustee of the College of New Jersey, 1807-50, and a professor at Princeton Theological Seminary, 1813-49.

"The Medical Society of New Jersey—Its First Quarter Century," by Fred B. Rogers, in *Journal* of the Medical Society of New Jersey, April 1953, pp. 132-34.

"The Naming of Hawthorne, N.J.," in *Bulletin* of the Passaic County Historical Society, February 1953, p. 71.

"New Jersey Education Association —100 Years of Service," by Laurence B. Johnson, in *Trenton Magazine,* March 1953, pp. 9 *ff.*

"Pension Records Reveal Dutch Patriots," by Mabel Van Dyke Baer, in *De Halve Maen,* April 1953, pp. 5-8.

"Perforated Net Sinkers of Gloucester County, New Jersey," by Paul H. Sargent, in Archeological Society of New Jersey *Bulletin,* May 1953, pp. 5-6.

"Roger Barton of Westchester County, N.Y., and Some of his Earlier Descendants," by George E. McCracken, in *New England Historical and Genealogical Register,* April 1953, pp. 111-22. Includes New Jersey descendants. Continued.

"Schools in Passaic County, 1693-1867," in *Bulletin* of the Passaic County Historical Society, February 1953, p. 72.

"Surf, Sun and Sand Put 'The Playground of the World' in Atlantic City," by Robert Yard, in *New Jersey Bell,* May-June 1953, pp. 3-7. One of the "Cities of New Jersey" series.

"Tales of the Towpath," by James and Margaret Cawley, in *New Jersey Outdoors,* June 1953, pp. 9-13, 29-32. Condensation of an unpublished book tells the history of Delaware and Raritan Canal; includes map and photographs. To be continued.

"The Trenton Fire Department," by Karl G. Hastedt, in *Trenton Magazine,* January 1953, pp. 9 *ff.* Covers 1747 to the present, including history of the water supply used in fire-fighting.

"Union County Courthouses," by Charles L. Bauer, Jr., in *New Jersey County Government,* March 1953, p. 26. History of the buildings occupied by Union County government, from the 1810 Elizabeth borough courthouse to the seventeen-story tower of 1933; with cover illustration.

"Union's Page of History in N.J. is 'Great & Good,'" by Henry G. Nulton, in *New Jersey County Government,* March 1953, pp. 14-15. History of the government of Union County, 1665 to the present.

"The Wood's Mill Site, Salem County, New Jersey," by Charles F. Kier, Jr., in Archeological Society of New Jersey *Bulletin,* May 1953, pp. 1-4. Excavations begun February, 1949, revealed

an aboriginal site probably first occupied prior to 500 B.C. and visited by nomads about 600 A.D.

BIOGRAPHY

"Actor, Architect, Army Officer, Clergyman & Freeholder," by A. Ethel Alliston, in *New Jersey County Government,* March 1953, p. 19. Colonel John H. M. Dudley, deputy freeholder clerk of Union County.

"Albert J. Benninger of Mountainside, a Voting Member of the Association of Chosen Freeholders of New Jersey," in *New Jersey County Government,* March 1953, p. 4. Cartoon biography by Joe Masick.

"Bill Barnes, Former Columbia High School Student Leader, Now Asemblyman," in *Suburban Life,* May 1953, p. 12.

"Dr. Alexander Dies," in *Public Health News,* April 1953, p. 144. Obituary of Dr. Walter G. Alexander of Orange, who died February 5, 1953.

"Dr. William L. Vroom, 65 Years a Doctor," in *De Halve Maen,* April 1953, p. 11. Dean of New Jersey physicians still practices in Ridgewood, aged eighty-six.

"East Orange High Alumnus 'Makes Good,'" in *Suburban Life,* April 1953, p. 10. Harry A. Taylor, president of Frank H. Taylor & Son, Inc.

"Edison—Most Useful American," by Henry F. Unger, in *Public Utilities Fortnightly,* June 4, 1953, pp. 777-83.

"James Thayer Gerould," by Lawrence Heyl, in *Princeton University Library Chronicle,* Winter 1953, pp. 91-93.

"Ludwig Schmid—Master Modeler in Ceramics," by Karl G. Hastedt, in *Trenton Magazine,* January 1953, pp. 6-7 *ff.* Ludwig Schmid Art Ceramic Studio in Trenton designs and makes ceramic models and molds for industry.

"Merritt Lum Budd," in Archeological Society of New Jersey *News Letter,* February 1953, p. 3. Charter member of the Archeological Society of New Jersey, who died December 29, 1952, lived all his life on the "Budd Farm" on the Passaic, between Chatham and Florham Park.

"Mrs. Lewis S. Thompson," in *Psychogram,* April 1953, p. 5. Senior member of the state Board of Control, Department of Institutions and Agencies.

"Nelson Appointed Bureau Chief," in *Public Health News,* April 1953, p. 141. Biographical note on John J. Nelson, appointed February 6, 1953, chief of the Bureau of Chemistry, State Department of Health.

"Poe's Libel Suit against T. D. English" (1846-47), by Francis B. Dedmond, in *Boston Public Library Quarterly,* Jan. 1953, pp. 31-37. Thomas Dunn English (1819-1902), writer and politician, author of "Ben Bolt," lived his last forty years in Bergen County and Newark.

"Veterinarian Board Honors Physician for Discoveries," in *Public Health News,* April 1953, p. 141. Biographical note on Dr. Richard E. Shope of Kingston, N.J.,

member of Public Health Council.

"Who's Who in New Jersey: Dr. Bennett M. Rich, of Rutgers University," in *New Jersey Municipalities,* April 1953, p. 4.

MEETING TODAY'S PROBLEMS

"Agricultural Flying in the Garden State," by F. E. Kimble, Jr., in *New Jersey Municipalities,* May 1953, pp. 11-12.

"Air Sanitation Investigation," by William A. Munroe, in *Public Health News,* May 1953, pp. 165-66. Systematic measurement of air pollution by New Jersey Bureau of Adult and Industrial Health.

"Bananas on a Roller Coaster," in *Via Port of New York,* April 1953, pp. 2-5. Detailed story of operation of banana unloading terminal at Weehawken.

"Big Business in Vacations," by William C. Cope, in *New Jersey Municipalities,* May 1953, pp. 23-24. New Jersey's resort business from recreational travel has been estimated at over a million dollars.

"'Caught in a Vise,'" by Joseph S. Holland, in *New Jersey County Government,* March 1953, p. 24. From a purely judicial function in 1664, county government in New Jersey has acquired many responsibilities with limited financial resources.

"Chronic Illness Survey, Hunterdon County," by Dr. Ray E. Trussell, in *Public Health News,* March 1953, pp. 112-13. Financed by Commonwealth Fund with supplemental assistance by New Jersey Commission on Chronic Illness. Field work was carried by the National Opinion Research Center with important contributions of personnel by the New Jersey State Health Department.

"Cities, Towns and Villages, What Are Their Powers? How Are They Governed," by Salvador Diana, in *New Jersey Municipalities,* April 1953, pp. 7-11.

"Community Foundation Formed," in *Trenton Magazine,* January 1953, p. 8. Trenton Community Foundation organized by business, industrial, and professional leaders to provide social agencies with capital not furnished by Delaware United Fund, which supplies current operating expenses.

"Consolidated Police and Firemen's Pension Fund," in *New Jersey Municipalities,* May 1953, p. 5.

"Comments," by Dr. A. Heaton Underhill, in *New Jersey Outdoors,* July-August 1952, pp. 9-10. New Jersey Division of Fish and Game has laid out bird dog courses for field trials at Clinton, Flat Brook, and Colliers' Mills.

"The Contribution of the Rehabilitation Center to the Care of the Chronically Disabled," by C. A. Maxwell, in *Public Health News,* March 1953, pp. 116-17. Philosophy and activity of Kessler Institute for Rehabilitation, West Orange.

"Convalescent Care as an Aid in Chronic Illness Control," in *Public Health News,* March 1953, pp. 113-14. Includes brief history of Kate Macy Ladd Convalescent Home, Short Hills, founded 1949.

"Day-Old Pheasant and Quail Program," in *New Jersey Outdoors,* April 1953, pp. 19-21. New Jersey

4-H Club members co-operate with the state in raising pheasant chicks.

"Drumbeat of Politics," by Meador Wright, in *Suburban Life,* May 1953, pp. 40-41. Up-to-the-minute comment, analytical and outspoken, on the state government scene.

"Economic Future of Union County," by Charles A. Otto, Jr., in *New Jersey County Government,* March 1953, p. 18.

"Fish and Game Wardens," in *New Jersey Outdoors,* June 1953, pp. 27-28. Includes addresses and telephone numbers of game protectors, and fish and game warden in each county.

"Foster Home Care for Patients Out of State Hospitals," by Annette de Vol Trumbull, in *Welfare Reporter,* April 1953, pp. 9-10.

"Governor Lays Ancora Cornerstone," in *Welfare Reporter,* April 1953, pp. 1-2. Act emphasizes rate of construction of New Jersey's fourth mental hospital. Ceremony March 12, 1953.

"The Growth of Union County Contributes Greatly to N.J.," by Albert J. Benninger, in *New Jersey County Government,* March 1953, pp. 7-8 *ff.* Latest County created in New Jersey, Union leads the state in nursery and greenhouse products, has excellent transportation, education, and recreation facilities.

"Haleyville-Millville Tract Development," by E. G. Bevan, in *New Jersey Outdoors,* September 1952, pp. 11-17. Largest upland public hunting-fishing ground in New Jersey.

"Health Protection in the Production, Processing and Distribution of Milk Products in New Jersey —Municipal and State Cooperation," by Alfred H. Fletcher, in *New Jersey Municipalities,* May 1953, p. 29.

"Hedgerow Management in New Jersey," by L. G. MacNamara, in *New Jersey Outdoors,* July-August 1952, pp. 3-5.

"Homemaker Service," by Mrs. Asher Yaguda, in *Public Health News,* March 1953, p. 115. Only homemaker program in the nation designed exclusively for persons suffering from chronic diseases, instituted in 1950 by Essex County Service for the Chronically Ill.

"Homemaker Service for the Chronically Ill," by Mrs. Thomas F. Delaney, in *Comeback,* May 1953, pp. 3-4. This magazine is published by the Kessler Institute for Rehabilitation.

"Human Welfare, a Major Concern of Union County," by Elfie A. Scheideler, in *New Jersey County Government,* March 1953, p. 12.

"Hygiene Units Receive Grants; Freeholders Act on New Law," in *Welfare Reporter,* April 1953, p. 7. Mental health centers set up in Mercer, Union, Passaic counties, and in the city of Linden.

"The Kids from the Other World," by Bernard Peyton, Jr., in *Saturday Evening Post,* June 20, 1953, pp. 17-19 *ff.* Princeton Sum-

mer Camp, now located three miles from Blairstown, N.J., was started forty-five years ago by Princeton University. Its guests are boys from the slums of New York, Newark, Philadelphia, and Princeton.

"League Revision of the Walsh Act Introduced in the 1953 State Legislature," in *New Jersey Municipalities,* April 1953, p. 6.

"League Traffic Safety Committee Reports on Organizing of Local Coordinating Traffic Areas and Districts," in *New Jersey Municipalities,* April 1953, p. 26. Six traffic committees to plan statewide traffic improvement plan.

"Measure of a University's Growth," in *Report from Rutgers,* March 1953, pp. 2-3. "New Rutgers University Library soon to arise on the campus at New Brunswick."

"Municipal Cooperation with SPCA," by Warren W. Orpen, in *New Jersey Municipalities,* May 1953, pp. 19-21. Trenton's working agreement with the Society for the Prevention of Cruelty to Animals.

"New Jersey Governor's Conference on Atmospheric Pollution," by Austin N. Heller and Donald S. Benson, in *Public Health News,* April 1953, pp. 145-50. Reprinted from *Modern Sanitation,* July 1952.

"New Jersey Service to the Physically Handicapped," by Henry A. Brodkin, in *Journal* of the Medical Society of New Jersey, April 1953, pp. 135-37. New Jersey's program for rehabilitating the physically handicapped began in 1919. A summary of the aims, methods, and results of this program is presented with special reference to the economic and social benefits to be derived.

"New Jersey Tax Structure," by James A. Arnold, Jr., in *New Jersey Municipalities,* May 1953, pp. 13-15.

"The New Jersey Turnpike," in *Pittsburgh People,* May 1953, pp. 3-5. Profusely illustrated article, in the house organ of the Pittsburgh Plate Glass Company.

"New Jersey's Brucellosis Control Program Has Expanded Rapidly in Past Few Years," in *Farm Service News,* May 1953, p. 2.

"New Jersey's Lakes and Ponds," by Roland F. Smith, in *New Jersey Outdoors,* April 1953, pp. 8-11 *ff.* Changes in fishery management practice, resulting from surveys in 1950.

"New Jersey's Recognition of Its Responsibility in the Field of Chronic Illness," by Ellen C. Potter, in *Public Health News,* March 1953, pp. 110-11. History of the problem, beginning in 1927 when licensing and standardization of nursing homes were set up by legislation.

"Newark, New Jersey," in *Celanese News,* April-May 1953, p. 4. Largest and oldest of all Celanese plant towns, Newark is a diversified industrial community where today's factory-smoke too often beclouds yesterday's history and inventive genius.

"Offstreet Parking in Princeton New Jersey," by I. Russell Riker, in *New Jersey Municipalities,* May 1953, pp. 6-8.

"The Polio Outlook for 1953 in New Jersey," by Marguerite F. Hall, in *Public Health News,* May 1953, pp. 176-82. Includes statistics of cases 1910 to 1952, deaths 1925-52.

"Preliminary Evaluation of the Highfields Project," by H. Ashley Weeks, in *American Sociological Review,* June 1953, pp. 280-87. Official report from the Research Division, Graduate Department of Sociology, New York University.

"Public Health Regulations Concerning Brucellosis," by Richard E. Shope, in *Public Health News,* May 1953, pp. 183-88. Includes discussion of undulant fever in New Jersey.

"Public Relations from the Heart," by Benjamin Shultz, in *New Jersey Journal of Pharmacy,* March 1953, pp. 15-32. Program of Monmouth and Ocean County druggists and American Legion members to aid disabled veterans.

"Recreation and the Incodel Project," in *New Jersey Outdoors,* July-August 1952, pp. 23-30. Includes map of upper Delaware basin.

"Soil and Deer," by J. C. Sweet and Charles W. Wright, in *New Jersey Outdoors,* September 1952, pp. 3-8. A comparison of weight and antler development between white-tailed deer in northern and southern Jersey. Includes map of physiographic regions in New Jersey.

"State's First Aberdeen Angus Heifer Club Started with Aid of Junior Breeders Fund," in *Farm Service News,* May 1953, p. 3.

"Trees by the Million," by Lawrence C. Smack, in *New Jersey County Government,* March 1953, pp. 20-26. State Forest Nursery at Washington Crossing, established 1926, has operated a tree-growing project at a rate of over a million trees a year. Seedlings are for sale at nominal cost to anyone owning at least ten acres of land in New Jersey.

"Union is Metropolitan Industry Pace-Setter," by Donald M. Pearsall, in *New Jersey County Government,* March 1953, p. 9. Union County leads all twenty-two counties of the New York metropolitan area in recent industrial growth.

"Union Proud of its County Financing," by George W. Herlich, in *New Jersey County Government,* March 1953, p. 13.

"What Totowa Means to a Parent," by Louis Greenberg, in *Welfare Reporter,* April 1953, p. 8. State training school for mentally deficient girls.

"Who Should Control Our Coastal Fisheries?" by Nelson Benedict and A. Heaton Underhill, in *New Jersey Outdoors,* April 1953, pp. 1-3. The runing feud between sports and commercial fishing interests threatens to weaken state conservation officials and to bring federal intervention.

"Zoning for Minimum Standards: the Wayne Township Case," by Charles M. Haar, in *Harvard Law Review,* April 1953, pp. 1051-63.